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FOREWORD
OF THE
CORPORATE HISTORY
OF
THE BALTIMORE & OHIO RAILROAD

Balt. and Chi. Railroad Company

Baltimore and Ohio Railroad
Company

A

CORPORATE HISTORY

OF

THE BALTIMORE & OHIO RAILROAD COMPANY

As of June 30, 1918.

Prepared in accordance with the requirements of

VALUATION ORDER NO. 20

issued by the Interstate Commerce Commission

May 13, 1915

[initials]

Office of Valuation Engineer,

Baltimore, Md., Oct. 24, 1922.

Approved , 192 .

Attorney, I. C.C.



Corporate History

of

The Baltimore & Ohio Railroad Company

F O R E W O R D

Early in 1826 it became evident to the merchants and bankers of Baltimore, that the construction of the Erie and Pennsylvania canals would divert from Baltimore the trade with the Ohio Valley and the new West, which she had built up, and that the proposed construction of the Chesapeake and Ohio Canal, with its eastern terminus at Georgetown, D.C., would still further deprive their city of trade. Phil- 1826
 ip E. Thomas, George Brown and others began to con- 1827
 sider by what means this trade could be retained, and studied the operation of European tramways as offering a possible solution to the problem. At a meeting of some twenty of the most influential business men of the city, held at the residence of Mr. Brown on February 12, 1827, the entire trade and transportation situation was discussed and a committee appointed to examine and report on the data which had been collected.

On the 19th of the same month a report of the committee in favor of the early construction of a railroad was adopted and resolutions passed that incorporation papers be immediately requested from the State of Maryland for a company with a capital stock of \$5,000,000, to which the Federal Government, states, corporations or individuals might subscribe and that the assent of Virginia and Pennsylvania be secured to the incorporation. The matter of securing a charter was placed in the hands of another committee, of which Charles Carroll of Carrollton was the chairman. The special act of incorporation was drawn up by Mr. John V. L. McMahon, a young

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lawyer of Baltimore. This charter was one of the first of its kind in America and was remarkable in that it provided so well for corporate needs which developed in later years.

A special act of the General Assembly of the State of Maryland was passed on February 28th, 1827, incorporating "The Baltimore and Ohio Railroad Company", the first railroad company in America incorporated for the commercial transportation of passengers and freight. This company is still operating under its original charter. This charter is irrevocable and contains an exemption from taxation in the State of Maryland.

The project when presented to the public was enthusiastically received and when stock in the amount of \$3,000,000 was offered it was largely over subscribed; the first Board of Directors of the company was chosen on April 24th, 1827, and Philip F. Thomas elected as President and George Brown as Treasurer. The city of Baltimore subscribed for 5000 shares of stock and shortly thereafter the State of Maryland authorized a subscription of a like amount, followed by further amounts of \$3,000,000 each in 1836.

The Board of Directors engaged two of the leading engineers of that day, Col. S. H. Long and Jonathan Knight. The United States Government also detailed several engineers from the Topographical Corps to assist. The country between Baltimore and Cumberland was thoroughly examined and a general reconnaissance made from Cumberland to the Ohio River.

On July 4th, 1828, construction of the road was formally begun by the planting of the "first stone" near Gwynn's Falls in Baltimore, which was made the occasion of a great public celebration. The stone was laid by Charles Carroll of Carrollton, a director of the 1828 road and at that time the lone surviving signer of the Declaration of Independence. This "first stone" is still carefully preserved on its original location.

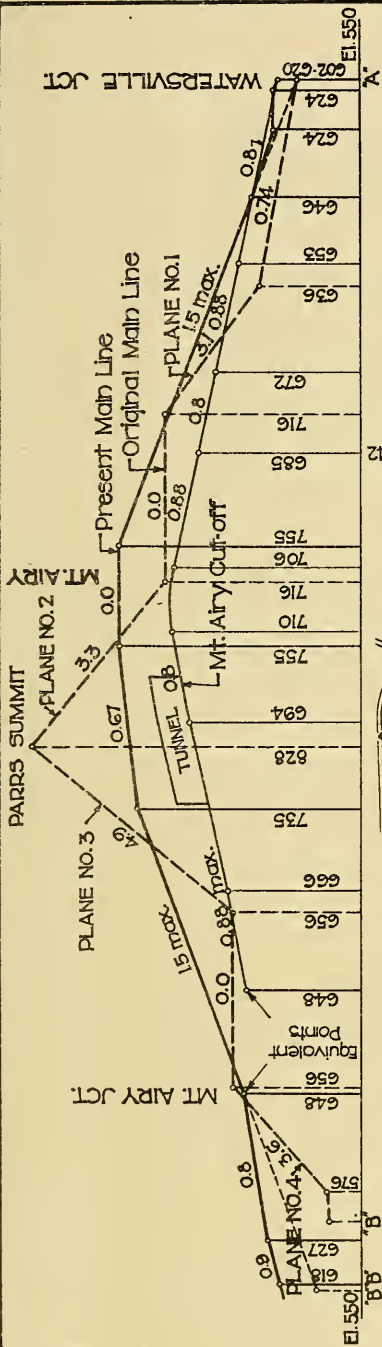
The staking of location began on July 7th, 1828, proposals for graduation and masonry on the first twelve miles of road were asked on the 14th of the same month and grading was under way for this entire distance by October. By December, 1829, rails were laid from Pratt Street in Baltimore to

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the viaduct over Gwynn's Falls, a distance of about one and a half miles, and excursions in horse drawn vehicles run over this completed road during January, 1830. By May 22nd, 1830, the line was completed to Ellicott's Mills, now Ellicott City, approximately 13 miles, and put in operation. In 1831, the road was extended nearly two miles eastwardly on Pratt Street through the city of Baltimore to Jones Falls, and in December of the same year was extended from Ellicott's Mills to Frederick, 46 miles; Parr's Ridge, between the valleys of the Patapsco and Monocacy, being crossed by means of four inclined planes over which the cars were conveyed by means of windlass and cable. On April 1st, 1832, operation was extended to Point of Rocks on the Potomac River in Maryland, 70 miles west of Baltimore.

On account of the limited space between the mountain and river which was available for the construction of a canal or railroad, and the interference by one with the construction of the other, the Chesapeake and Ohio Canal Company opposed the construction of the railroad from Point of Rocks to Harpers Ferry and secured an injunction restraining the railroad company from securing additional right of way, and a second injunction restraining the company from constructing their railroad within the limits of Frederick County, Maryland, modified later to apply only to that part of the line west of Point of Rocks. After several solutions of the difficulties had been proposed and rejected, the controversy was ended by the passage of an act of General Assembly of Maryland on March 22nd, 1833, recording the consent of the canal company to the construction of the railroad, the canal company to do the grading for both the railroad and the canal at Point of Rocks, for which the railroad company was to pay \$100,000 in addition to \$166,000 damages. The construction then proceeded in May, 1833, and was completed to the Maryland side of the Potomac River opposite Harpers Ferry December 1st, 1834. In 1835 the bridge over the Potomac River was completed and a physical connection of the Baltimore and Ohio railroad was made with the Winchester and Potomac railroad, which had simultaneously completed its line from Harpers Ferry to Winchester, Virginia.

Early in 1851, surveys were begun for a branch line from Relay, on the Patapsco River, to Washington. Legislative difficulties were encountered on account of strong opposition, due to supposed prospects for large profit and the competition of a turnpike company. The construction was fin-





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ally authorized by an act of General Assembly of Maryland passed March 9th, 1835, under which the branch was built and completed in 1836. A provision of this act for a tax of one fifth of the gross passenger revenue was repealed in 1878, effective July 1, 1873.

In the settlement with the Chesapeake and Ohio Canal Company, it was provided that the railroad was not to be built west of Harpers Ferry until the canal had been completed to Cumberland. This held up further progress until June 4th, 1836, when the General Assembly of Maryland released the company from this and other restrictions, whereupon the company took immediate steps toward the westward extension of the railroad. Benjamin H. Latrobe was appointed locating engineer, with directions to report on a route to the valley of the Ohio River. The surveys were completed and report made in 1838, recommending two lines from Cumberland west, terminating at Wheeling and Pittsburgh, respectively.

The Virginia act required the completion of the road by 1838, which had become impossible on account of the restrictions imposed by the canal complications. In 1838, the General Assembly of Virginia granted an extension of time to July 4th, 1843, but required that the road must pass into Virginia at Harpers Ferry, through that state to near Cumberland and the city of Wheeling must be one of the termini.

At Harpers Ferry the mountainous conditions and the grounds of the United States Arsenal offered barriers to the construction of the road. Efforts to secure trackage rights over the Winchester and Potomac to make a detour around the mountain failed, but a permit was ultimately secured from the Secretary of War to construct through the Arsenal Grounds and a location was decided upon. Construction was resumed in September 1839 and the line was opened for operation to Cumberland on November 6th, 1842.

In the meantime, the operation of the inclined planes at Parr's Ridge by windlass and cable, and afterwards by stationary engine and cable, proved unsatisfactory; a new line via the town of Mt. Airy was built around the summit and the planes were abandoned in 1838, decreasing the time of operation of freight trains hours.

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In 1848, the Locust Point Branch, starting at the present Mt. Clare Junction and running via Carroll and Bailey, was built to Porter and Marriott Streets at Locust Point, Baltimore. 1848

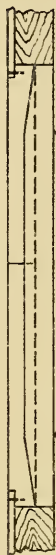
Under the charter in Maryland and the Act of Virginia, with the extensions granted, no additional territory could be occupied after July 4th, 1843. Maryland promptly extended the time in that state twenty years, but Virginia took no action until 1845, when a bill was passed permitting the extension of the road "so as to terminate and strike the Ohio River at the City of Wheeling". The act of 1845 set a time limit of ten years in which to complete the road, but an amendment in 1846 extended the time limit to 1857. A further act of 1847 provided that the line could be extended from "the ravine of Buffalo creek to a depot in the city of Wheeling but shall not enter the ravine of the Ohio River at any point further south than the mouth of Fish creek". This latter act also extended the time limit to March, 1859. On July 1st, 1847, Engineer Latrobe began the location of the line from Cumberland to Wheeling and construction was begun in September, 1849, completed to Piedmont in July 1851, to Fairmont on June 22nd, 1852, and to Wheeling on January 1, 1853, completing the original project of a line from Baltimore to the Ohio River of 379 miles. Owing to legal, physical and financial difficulties, it had required twenty-four and a half years to fully realize the project.

The completion of this last portion was an unprecedented feat from an engineering standpoint, passing as it did through the roughest of mountain country with heavy grades, numerous tunnels and heavier work than any that had been previously undertaken. On this line there were eleven tunnels, one of which was 4100 feet long, and one hundred and thirteen bridges, one of which, at Fairmont, had a total length of 650 feet and was the longest iron bridge in America.

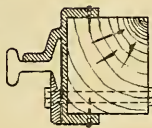
The following comparisons are of interest:

Estimated cost in 1827	\$5,000,000
Actual cost to 1853	\$15,600,000
Total cost, including track, stations, branches, and rolling stock to 1853	30,000,000
Estimated length to Ohio River in 1827	290 miles
Actual length to Wheeling in 1853	379 miles
Estimated annual revenues in 1827	\$ 750,000
Actual annual revenues in 1852	\$1,326,563
Actual annual revenues in 1854	\$2,645,609

IMPROVED TURNOUT USED BY B. & O.-1831



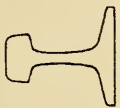
COMPARATIVE RAIL SECTIONS



40#-1834

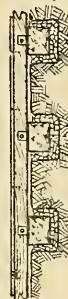
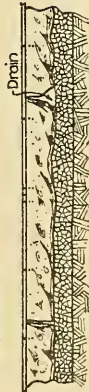
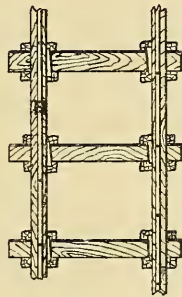
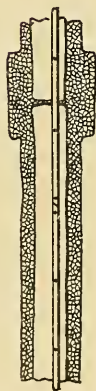


42#-1844



130#-1922

EARLY TYPES OF ROADWAY CONSTRUCTION



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In the construction of the road from Baltimore to Point of Rocks, several methods of construction, suggested either by science or experience, had been tested, and the engineers had to solve for themselves most of the problems pertaining to railroad construction, one of which, the design of the track structure, had many varied solutions: the granite and iron; the wood and iron, on stone blocks; the wood and iron on wooden sleepers, supported by broken stone; the same supported by longitudinal ground-sills in place of broken stones; the log-rail, formed of trunks of trees, worked to a surface on one side to receive the iron, and supported by wooden sleepers; and the wrought-iron rails of the English mode - these had all been tried out and as early as 1832 formed different portions of track in use. It has been said, "Great credit is therefore due to the engineers and workmen of this road, for the patience displayed in carrying out their work, at that time" (1852) "the longest in the world, nothing in England could approach it in the magnitude and extent of its plan. These men labored long, at great cost, and with a diligence which is worthy of all praise. Their road and workshops have been a lecture room to thousands who are now practicing and improving upon their hard-earned experience".

The early annual reports of the company were largely in the nature of textbooks. In them the difficulties that developed, not only in the construction, but in the operation and financing of the road, were reported. How these various problems were met and overcome was fully outlined. These reports were given wide publicity with the result that other roads were able to profit by the experience of the Baltimore & Ohio and the rapid development of the railroads in America is largely due to the pioneer work of that company.

The horse was the first motive power used, the tracks being especially built to allow a smooth foot-path in the center of the track. In 1829, experiments were made with other motive power. A car, the "Meteer", was fitted with a sail by a brother of President Thomas and tried out on December 26, 1829, between Baltimore and the Carrollton Viaduct (Guym's Falls). The results were unsatisfactory; the car moved, but the direction depended on the direction of the wind. Another sail car was tried out in January 1830 and a speed of 20 miles per hour was attained, but the scheme was given up as unsatisfactory. A "horse locomotive" was tried about the same time; this had an arrangement whereby a horse worked on a tread mill, gears being so arranged "to increase the speed and power." This plan was also given up.

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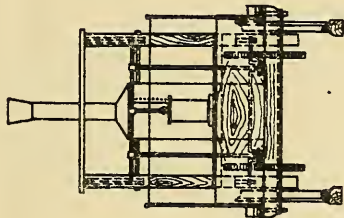
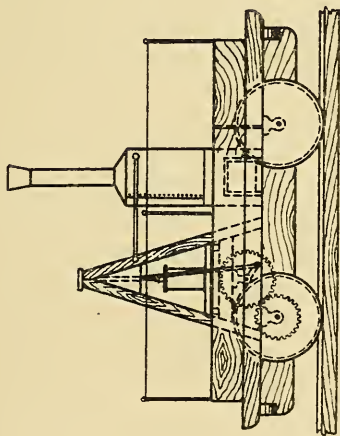
On August 25, 1830, the first trial of a steam locomotive was made on the road. This locomotive was Cooper's "Tom Thumb", the first locomotive built in America, weighing less than one ton and developing about one horse power. The engine had a vertical boiler and was connected with the axle by an arrangement of gear which increased the speed. Anthracite coal was used for fuel and forced draft was acquired by the use of a bellows attached to one of the axles. With this crude affair the trip from Baltimore to Ellicott Mills, 13 miles, was made in fifty-seven minutes.

The experiment with the "Tom Thumb" and studies of locomotives tried out in England convinced the officers of the company that locomotives were practicable.

To encourage further experiments, the company offered a prize of \$4000 for the best locomotive and \$3500 for the second best, which would meet certain specifications, dated January 4, 1831, which called for a locomotive not to exceed $3\frac{1}{2}$ tons in weight, capable of hauling 15 tons at a rate of 15 miles per hour, having inside flanges on the wheels, a gauge of 4 feet $7\frac{1}{2}$ inches, be equipped with two safety valves and carry 100 pounds steam pressure. Several locomotives were entered in this contest but only one, the "York", built by P. Davis at York, Pennsylvania fulfilled the specifications. A test was made of this engine on July 12, 1831, and a speed of 24 miles per hour attained. The "York" had a vertical boiler and was mounted on ordinary 30-inch car wheels, with gears for the transmission of power on one of the axles. This engine performed very satisfactorily on level track and rounded 400-foot radius curves with ease, but was found to be too light for use on grades, proving conclusively that locomotives could be used on the heavy curves and, with an increased weight on drivers, on grades. The "York" was put in regular service in 1831 and used for several years.

In connection with the development of the locomotive at this date, Jonathan Knight, Chief Engineer, invented and placed on the engines and car wheels what he termed "the combined cylindrical and conical car wheel". This was the first introduction of the cone-shaped tread for car wheels; this principle is still retained in modern car wheel construction.

Other mechanical improvements were also made about the same time (1829-1830); Ross Winans, of Baltimore, a mechanical engineer, introduced his anti-friction journal boxes for



SKETCH OF
 COOPER'S "TOM THUMB" LOCOMOTIVE
 FIRST TRIED ON B. & O. AUG. 25, 1830

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all wheels, changed the flange from outside to inside of wheels and substituted eight wheels for passenger and burden cars for the four which had been the practice. He also became interested in locomotive manufacture and introduced springs on locomotives about 1832.

By July, 1834, three locomotives were in service on the road. Of these the "Atlantic", which was placed in service on August 16, 1832, and continued in active service until withdrawn for exhibition at the Worlds Fair in Chicago in 1893 is preserved by the company and may still be operated under its own steam. Four more engines were put in service the latter part of 1834 and eight more were under contract. By date of valuation the number had increased to 2670 for the System.

Up to the period (1831-32) the cars used had been very small, being little larger and of same type as the old stage coaches. Mr. George Brown, Treasurer of the company, became interested in the design of cars, and with Ross Winans, developed a new car, larger and more comfortable, mounted on two four-wheel trucks. To The Baltimore & Ohio must go the credit for originating and perfecting the eight-wheel car. These cars were also equipped after 1832 with the new cast iron wheels. In 1834, the first baggage cars were placed in service; personal baggage was until then carried on the tops of the cars.

In 1859, two coaches were refitted at the Mt. Clare shops as sleeping cars and put in service. December 22, 1862, a contract was made with E. C. Knight, owner of Knight's patent for coaches for railroad cars, granting exclusive right to put sleeping cars on Baltimore & Ohio road between Washington, Baltimore and Wheeling, which contract was to continue during term of patents. In 1870 a contract was made with Pullman's Palace Car Company for running sleeping and parlor cars on Baltimore & Ohio lines. Term of this contract ten years. From 1880 to 1888 the Baltimore and Ohio operated its own parlor and sleeping car service, and in June, 1888 a contract was again entered into with Pullman which company has since that time continuously operated parlor and sleeping car service over Baltimore and Ohio lines.

In August, 1877, the company began the operation of an express service independent of the old Adams Express Company, which had previously handled such business and continued this service until August 1887 when contract was enter-

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ed into with the United States Express Company. When that company retired from business in July, 1914, contract was made with the Wells Fargo Company and subsequently with the American Railway Express Company.

In October, 1835, its first dining and buffet car service was inaugurated on the lines of the company.

The first telegraph line in the world was built along the Baltimore & Ohio railroad between Baltimore and Washington, through aid given by the company to the inventor, Professor Morse.

Congress having granted \$50,000 to Professor Morse to build a line of telegraph, the Baltimore & Ohio granted the use of its right of way between Washington and Baltimore for that purpose and aided him in the construction of the line. The first construction consisted of a copper wire, insulated with a mixture of asphaltum, beeswax, rosin, and linseed oil, and encased in a lead pipe, and laid in a trench two inches wide and twenty inches deep. The trench was dug by a specially constructed, heavy plow, built at the Mt. Clare shops. On account of excessive loss of current through leakage, this construction was abandoned and the wires were strung on poles. The line, connecting the Baltimore and Ohio depot at Baltimore with the Capitol at Washington, was completed on May 24, 1844, and carried the message "What hath God wrought" from Miss Annis Ellsworth at Baltimore to Professor Morse at Washington.

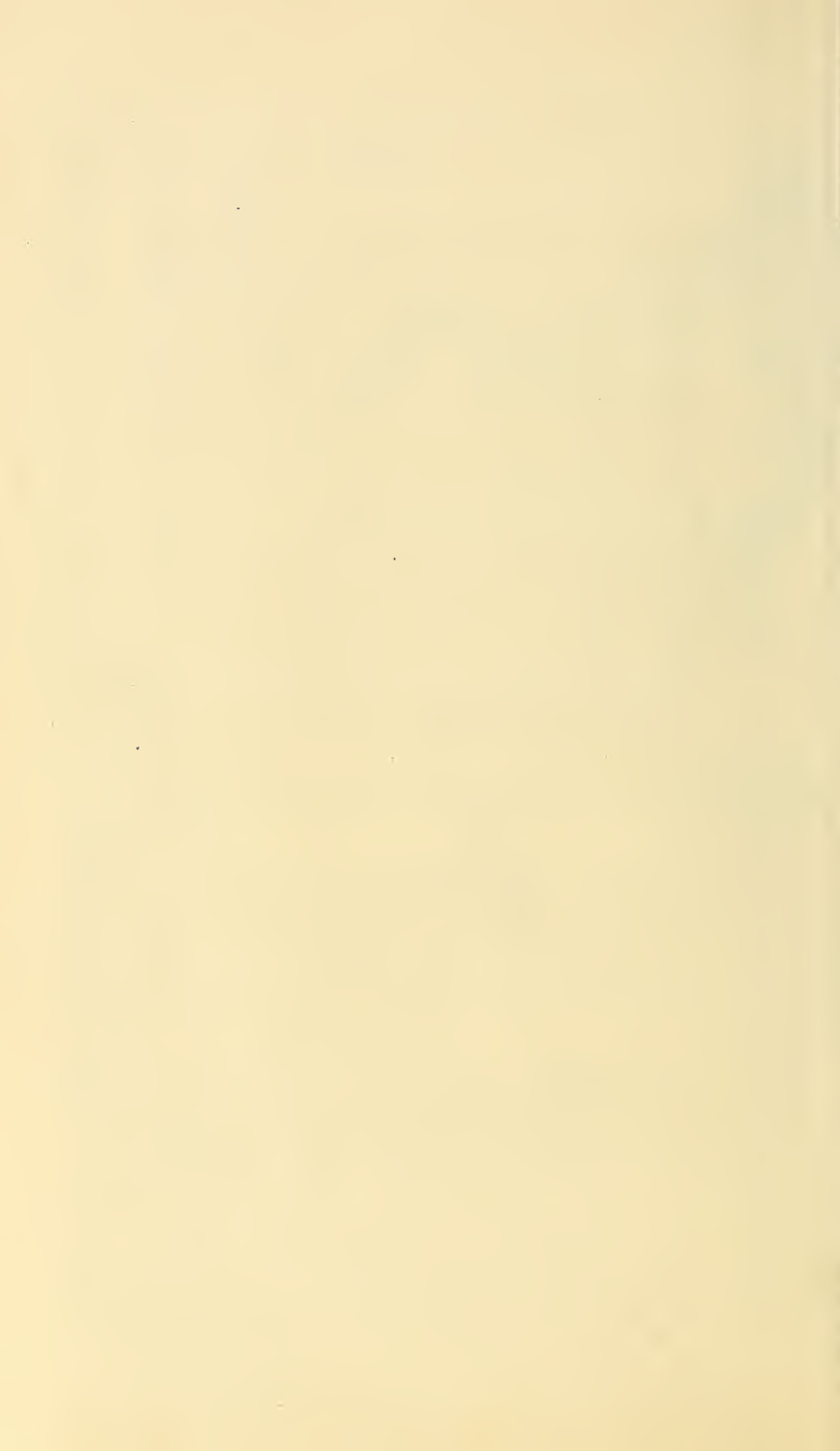
By 1846 the telegraph line had been extended to New York and over the lines of the railroad, and commercial messages were handled.

Under the original agreement with Professor Morse, the railroad had virtual control for its own use of the lines along its road. With a view to sharing with the public this means of quick communication, the Baltimore & Ohio Telegraph Company was chartered on January 7, 1862. By 1886 the company had grown to control some 50,000 miles of wire, extending from Maine to the Gulf, westwardly to Kansas City, and to eastern Texas. The telegraph company continued to operate its lines until October 5, 1887, when they were sold to the Western Union Telegraph Company.

In 1850, Dr. Paige, of Boston, began experiments with an electrically propelled car, power being furnished by a wet cell battery. During 1851, he experimented with it further on the Washington Branch of the Baltimore & Ohio and on trial trips between Washington and Hyattsville developed a speed of about 20 miles per hour. Due to the prohibitive



LINES OF THE
BALTIMORE & OHIO TELEGRAPH CO.
 1886



cost of power developed from consumption of zinc, no attempt was made to make commercial use of the invention. This was the first electrically driven car ever built.

Many years later - in 1895 - the Baltimore and Ohio was again the pioneer in electric propulsion of trains.

Shortly after the completion of the Baltimore Belt railroad, electric motors were built by the General Electric Company and placed in service for the movement of trains between Camden Station and a point near York Road. The first trip was made on June 27, 1895, and the motor is still preserved as a part of the company's exhibit on transportation. Power was at first delivered from overhead conductors, but a third rail system was installed in 1903 and is still in use.

The development of the rail used in railroad construction was an important factor in railroad history. The early types of rail were wood-and-iron, "Z" rail, "U" rail, "H" or "T" rail. The wood-and-iron and stone-and-iron rails were made by fastening $5/8" \times 2 \frac{1}{4}"$ strap iron on wooden stringers or stone slabs. This rail had a tendency to roll up at the ends and was unsatisfactory. Its weight was about 14 lbs. per yard.

On the Washington branch, in 1834, and 1835, an "H" or "T" rail, similar to the present section of "T" rail was used. This rail was manufactured in England and weighed 40 lbs. per yard. In 1841, B. H. Latrobe of the Baltimore & Ohio designed a rail known as the "Z" rail, which was a combination of iron and wood. The iron section was similar to half of the "U" rail section as later developed and was clasped to the side of a timber stringer, the rail then resting on cross ties. The "U" or "Bridge Rail" was the type first rolled in America. This rail weighing 40 lbs. per yard was first rolled at the Mt. Savage Rolling Mill, Allegany County, Maryland in June 1844. The "T" shape has been preserved through the years to date, the principal changes being in the weight and distribution of metal. The first steel rails were laid in 1864.

As early as 1853 the necessity for branch lines to act as feeders to the main line was recognized and plans were on foot looking toward such expansion. The construction of the Washington and Locust Point branches and the Pratt Street extension in Baltimore have already been noted. In 1854 the Camden Branch was built from Bailey to Lee Street and later extended to Camden Street, Baltimore. This had the effect of extending the

1833
1854

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main line over the original Locust Point Branch from Mt. Clare Junction to Bailey and then over the Camden Branch to Camden Station.

In 1856 it became evident that the North Western Virginia Railroad Company would be unable to complete its line between Grafton and Parkersburg and an agreement was entered into with the Baltimore & Ohio 1856 whereby the latter company was to complete the road 1857 and operate it for a term of five years. Under this agreement the road was completed and opened for operation on July 1, 1857. In 1858 the North Western Virginia was sold at foreclosure and deeded in trust to the Baltimore & Ohio under the corporate title The Parkersburg Branch Railroad Company.

In 1858, a cut-off was built from West Baltimore to Carroll known as the Camden Cut-off, which constituted a part of the main line into Camden Station; that portion of the original Locust Point Branch extending from Mt. Clare Junction to Carroll, which had become a part of the main line following the building of the Camden Branch, now became a part of the Mt. Clare Branch; that part of the original main line from Poppleton Street to West Baltimore and the Pratt Street extension constituted the remainder of the Mt. Clare Branch. 1858

Prior to 1871, connection was made by ferry with the Central Ohio railroad at Bellaire and with the Marietta and Cincinnati railroad at Parkersburg, first at Scotts Landing, Ohio, and later at Belpre, Ohio. In this year the Benwood Bridge of the Baltimore and Ohio 1871 railroad, with approaches, was built from Benwood to a connection with the Central Ohio railroad, which was under lease to the Baltimore and Ohio, at Bellaire, providing an all-rail connection to Columbus; and the Parkersburg Bridge, Baltimore and Ohio railroad, was built from Parkersburg to Belpre, providing an all-rail connection to Cincinnati.

In 1873, the Metropolitan Branch was built from Washington to a connection with the main line near Point of Rocks, decreasing the distance from Washington to the West by about 46 miles. In the same year the Locust Point Branch was extended from Jackson and Wells Street to the wharf at Locust Point. 1873

In 1883, the Curtis Bay Branch was constructed from Curtis Bay Junction near West Baltimore to Curtis Bay, opening up a new industrial district adjacent to Baltimore. 1883

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In 1886, the Philadelphia Branch was completed from Canton, Maryland, on the east side of Baltimore harbor to the Delaware-Maryland state line; this line, together with those of subsidiary companies simultaneously constructed, reached to Philadelphia. 1886

The Skipnash branch, a narrow gauge, from Edgewood, Maryland, to Tolliver Run, was built in 1888 and operated until 1893 when the track was removed. 1888

In 1902, an eastbound low-grade line known as the Adamstown Cut-off was constructed from Washington Junction to Adamstown, Maryland. In 1903 a connection from McKenzie, Maryland to the state line at Knobley tunnel, was completed, this with the Patterson Creek & Potomac, constituted the Pinto-Cut-off; providing a more direct route between east and west, to the south of Cumberland; and in the same year the Mt. Airy Cut-off was completed; this followed very closely to the original line which had been constructed with inclined planes and, by means of a tunnel through the summit, together with grade revisions further west, provided a low grade route both east and west across the Mt. Airy summit. 1902 1903

In 1915, the Magnolia Cut-off was built primarily for eastbound freight, of which the tonnage on this part of the line was enormous. This line reduced the eastbound grade between Cumberland and Cherry Run to 0.1% and shortened the distance by six miles. The cost of constructing the twelve miles of this line was \$6,000,000. 1915

The Baltimore and Ohio has gradually extended its System by direct construction of branch lines under separate charters, by extensions of such lines, by purchase of capital stock of other companies and by long term leases, the leases being usually superseded by acquisition of the property through purchase of stock, frequently followed by the transfer of legal title to the Baltimore and Ohio.

An extension westward was made in 1865 by leasing the lines of The Central Ohio Railroad Company as Reorganized, extending from Bellaire to Columbus, Ohio.

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The development of the Shenandoah Valley was begun in 1867 by leasing The Winchester & Potomac Railroad Company's line between Harpers Ferry and Winchester, Virginia. During the same year the Washington County Railroad Company completed its line between Weverton and Hagerstown, Maryland. The Baltimore & Ohio then owned a majority of the stock and subsequently acquired practically all of the remainder. 1867

The Baltimore & Ohio was one of the original stockholders and incorporators of The Pittsburg & Connellsville Railroad Company, holding a few shares of stock. In 1865 it acquired a substantial majority of the stock, the road then being in operation between Pittsburg and Connellsville and operating under long term lease the Fayette County Railroad. In 1868 stock interest in the company was again increased and the extension eastward to Mt. Savage Junction, Maryland begun. This extension was completed by 1871 and on January 1, 1876 the entire line was leased to and brought under operation of the Baltimore & Ohio. 1868

An important line was added to the system by the lease, in 1869, of the Sandusky, Mansfield & Newark railroad between Newark and Sandusky, Ohio. 1869

The system was extended up the Shenandoah Valley in 1870 by the completion and lease of the Winchester & Strasburg railroad between Winchester and Strasburg Junction, Virginia. The Baltimore & Ohio subscribed to a majority of the stock and advanced additional money for construction taking over nearly the entire issue of stock of the Winchester & Strasburg in 1888 to cover such advances. 1870

A move toward a direct line between Wheeling and Pittsburgh was made when the Baltimore and Ohio organized the Wheeling, Pittsburgh & Baltimore Railroad company (1st corporation) which purchased the Hempfield railroad between Wheeling and Washington, Pennsylvania, at foreclosure in 1871, and the Baltimore & Ohio took over its operation. 1871

The Newark, Somerset & Straitsville Railroad Company completed its line between Newark and Shawnee, Ohio, in 1872 and leased it to the Baltimore & Ohio. 1872

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In 1873 the Shenandoah Valley line was further extended by leasing that part of the line of the Washington City, Virginia Midland & Great Southern Railroad Company between Strasburg Junction and Harrisonburg, Virginia. 1873
The construction the following year of the Valley railroad from Harrisonburg to Staunton and extension to Lexington in 1883 completed the present road up the valley. The Valley Railroad Company was organized and controlled by the Baltimore & Ohio.

1873 and 1874 were important years in the expansion of the road. In 1873 the Baltimore & Ohio constructed the Baltimore, Pittsburgh & Chicago railway from Chicago Junction to Deshler, Ohio, and in 1874 completed the line into Chicago, giving a through line from Baltimore and Washington via Wheeling, Newark and Chicago Junction to Chicago. In 1874 it also purchased the Alexandria Branch of the Washington City & Point Lookout Railroad Company, extending from Hyattsville, Maryland, to Marbury's Point (Shepherd) D. C. 1874

On January 1, 1876, the Pittsburg & Connellsville railroad lines were brought under Baltimore & Ohio operation by a lease which included the lines of Mt. Pleasant & Broad Ford and Fayette County railroads. In this 1876 year practically the entire stock of the Newark, Somerset & Straitsville Railroad Company, which had been operated by the Baltimore & Ohio under lease since 1872, was acquired.

The years 1880 and 1881 witnessed considerable expansion of operated lines in Pennsylvania. The stock of the Berlin Railroad Company was purchased in 1880 and its line between Garrett and Berlin was put under Baltimore & Ohio operation on August 1 of that year. 1880
In 1881, the stock of the Salisbury Railroad Company was acquired and the operation of its line between Salisbury Junction and Niverton taken over in November, 1881. The most important addition was the line of the Somerset & Camberia Railroad Company, successor to the Somerset & Mineral Point Railroad Company, between Rockwood and Somerset, and the extension of the line to Johnstown, which was completed in January, 1881. The Baltimore and Ohio secured a majority of the stock in 1881 and practically all of the remainder in 1885.

From 1885 the Baltimore & Ohio interchanged traffic at Baltimore with the Philadelphia, Wilmington & Baltimore Railroad Company (now Philadelphia Baltimore & Washington

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Railroad Company), which afforded a connection for traffic to Philadelphia and thence via independent lines to New York. When on March 7, 1881, the Pennsylvania Railroad acquired the Philadelphia, Wilmington & Baltimore, the Baltimore & Ohio's direct connection with Philadelphia and the North was interrupted. So important was it considered to retain direct connection with the City of Philadelphia and contact with the territory beyond, that the Baltimore & Ohio at once arranged to construct its own line between Baltimore and Philadelphia.

The Baltimore & Ohio having acquired the stock of the Delaware & Western Railroad Company, which had a line railway from Wilmington, Delaware, to Landsberg, Pennsylvania, it consolidated this company with another subsidiary, the Baltimore & Philadelphia Railway Company, in February, 1883, forming The Baltimore & Philadelphia Railroad Company. Under the franchises of this company and of the Schuylkill River East Side Railroad, it constructed a line from the Delaware-Maryland state line to a connection with the Philadelphia & Reading at Park Junction, Philadelphia, Pennsylvania, which, with the Philadelphia Branch built at the same time under its own charter from Canton, Baltimore, Maryland to the Delaware-Maryland state line, constituted a through line from Canton to Philadelphia. Over this line through passenger train service was inaugurated between Washington and New York by a joint traffic agreement with the Philadelphia & Reading and the Central Railroad of New Jersey dated July 27, 1886, a car ferry being used between Locust Point and Canton to carry the trains across Baltimore Harbor.

The direct line between Wheeling and Pittsburgh, initiated by the purchase, through The Wheeling, Pittsburgh & Baltimore Railroad Company, of the Hempfield railroad, was consummated by the purchase of the stock of the Pittsburgh Southern Railroad Company in 1883, whose narrow gauge line between Banksville and Washington, Pennsylvania, was placed under Baltimore & Ohio operation January, 1883; the completion in June of that year of a standard gauge road from Finleyville to West Homestead (Pittsburgh) and the standardising of the line from Finleyville to Washington. A bridge over the Monongahela River was completed in 1884, affording a physical connection with the Pittsburgh & Connellsville at Wheeling Junction.

The Baltimore & Ohio, in 1884, guaranteed bonds of the Pittsburgh & Western Railroad Company and gave it financial aid; purchased a majority of the stock of the Pittsburgh, Cleveland & Toledo Railroad Company shortly thereafter leasing

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the line of that company between New Castle Junction, Pennsylvania, and Akron Junction, Ohio, to the Pittsburgh & Western; and purchased a majority interest in the Sharpsville railroad between Sharpsville and Wilmington Junction, Pennsylvania. It also completed and operated the South Branch railroad between Romney and Green Spring, West Virginia, and that part of the Ohio & Baltimore Short Line railroad, a projected low grade line west to Wheeling, from Merrell Junction to Coke Ovens near Leisenring, Pennsylvania; and built several short extensions of the latter during the ensuing ten years.

The stock of The Staten Island Rapid Transit Railway Company, having a line of railway from Clifton to Tomkinsville, was purchased in 1886, carrying with it control through lease, of the Staten Island Railway which extended from Clifton to Tottenville. The Rapid Transit lines were extended in 1886 to Port Richmond; in 1887, to Arrochar and Arlington; in 1889, to Arthur Kill Bridge, and in 1892 to South Beech. In 1899, a majority of The Staten Island Railway Company's stock was acquired and in 1906 practically the entire remaining stock issue was purchased.

As a part of a new line from Fairmont, West Virginia to Uniontown, Pennsylvania, the Fairmont Morgantown & Pittsburgh constructed from Fairmont to Morgantown and the State Line railroad constructed from Uniontown to Red Stone Junction. The Baltimore & Ohio 1886 having advanced the money for construction, took over the operation of both portions upon their completion in 1886. The State Line railroad was extended southward to Red Stone in 1888.

A branch line between Annapolis and Bay Ridge Maryland, was built under the franchises of The Bay Ridge & Annapolis Railroad Company in 1886 and operated by the Baltimore & Ohio.

By a deed dated November 12, 1888, the Central Ohio purchased the line of the St. Clairsville railway between Hoffs (then Quincey) and St. Clairsville, Ohio. This branch was rebuilt and operated by the Baltimore & Ohio under its lease of the Central Ohio. In November of 1888 the same year the branch from Hancock to Berkeley Springs, West Virginia, was completed and operated by the Baltimore & Ohio under the franchises of the Berkeley Springs & Potomac Railroad Company.

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From 1867, the Baltimore & Ohio had been financially interested in the development of the line between Marietta, Belpre and Cincinnati. Bonds of the Marietta & Cincinnati Railroad Company had been guaranteed and cash advances made to that company and its successor, the Cincinnati, Washington & Baltimore. The entire cost of construction for the Baltimore Short Line had also been advanced and a stock subscription made to the Cincinnati & Baltimore Railway which was completed in 1872. Both of these com- 1889 panies were later sold to the Cincinnati, Washington & Baltimore Railroad Company. In 1889, the Cincinnati, Washington & Baltimore was in financial difficulties and a reorganization was effected, forming the first Baltimore & Ohio Southwestern, in which the Baltimore & Ohio received a 50% stock ownership in lieu of securities, guarantees and cash advances made to predecessor companies. By this reorganization an interest in the Central Union Depot at Cincinnati was secured, the Cincinnati, Washington & Baltimore, having been one of the original incorporators, in 1884, of the Depot Company.

In 1889, the Arthur Kill bridge was completed and the Staten Island Rapid Transit Railroad was extended from Arlington over the bridge to the New Jersey shore. During the same year a majority of the stock of the Valley Railway Company (Ohio) was secured, giving control of that road between Cleveland and Valley Junction, Ohio.

On July 1, 1890, a short line of railroad between Cranford Junction and Arthur Kill Bridge in New Jersey was completed and operated by the Baltimore & Ohio under the franchisees of The Baltimore & New York Railway Compa- 1890 ny, and through freight service established from St. George, Staten Island, to Baltimore, using the Philadelphia & Reading and Central Railroad of New Jersey between Cranford Junction, New Jersey, and Park Junction, Philadelphia.

The Baltimore and Ohio leased and operated the line of the West Virginia & Pittsburgh Railroad Company in which it had a large stock interest, May 7, 1890. The line extended from Clarkesburg to near Imperial, West Virginia, with partially constructed lines between Imperial and Pickens and between Weston and Richwood.

The Confluence and Oakland Railroad Company completed its line between Confluence, Pennsylvania, and Kendall, Maryland, in November, 1890. The operation of the road was then taken over under a long term lease by the Baltimore & Ohio, which then owned a majority of the stock of the company and in 1901 purchased the remainder.

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An important line in Ohio was added to the system by the lease of the Columbus & Cincinnati Midland, between Columbus and Midland City, to the Central Ohio. This lease was effective January 1, 1890, on which date its operation was begun by the Baltimore & Ohio. Later in that month the lease was assigned to the latter, which acquired a majority of the stock the following year.

A cut-off between North Sewickley and Rock Point, Pennsylvania, was completed in August 1891, under the franchises of the Ellwood Short Line Railroad Company by the Pittsburgh & Western railway. The completion in August, 1891, of a line between Akron Junction and Chicago Junction, Ohio, built by the Baltimore & Ohio as the Akron & Chicago Junction railroad, opened a new line from Pittsburgh 1891 to Chicago via the Pittsburgh & Western. At the same time an interest in the newly organized Akron Union Passenger Depot was secured through the Akron & Chicago Junction railroad. In 1891, the stock of the Georgetown Barge Dock, Elevator, & Railway Company, having a short switching or terminal line in Georgetown, D. C., was acquired and the road placed under Baltimore & Ohio operation in December of that year, looking toward a Baltimore and Ohio entrance into Georgetown.

As the next step in the project for the Georgetown Branch, it constructed a branch line between Georgetown Junction and Chevy Chase, Maryland, as the Metropolitan Southern railway and began its operation 1892 in 1892.

The State Line railroad portion of the Fairmont-Uniontown line was extended southward to Hutchinson in 1891 and to Smithfield in 1892; in 1893 it was consolidated with the Fairmont, Morgantown & Pittsburgh to form Fairmont, Morgantown & Pittsburgh Railroad Company, the Baltimore & Ohio acquiring all the capital stock. The remaining portion of the line from Morgantown to Smithfield was completed early in 1894.

It extended its West Virginia & Pittsburg railroad lines in West Virginia during 1892 to Camden-on-Gauley and to Pickens. The same year its holdings in this state were increased by acquisition of stock of the Grafton & Belington Railroad Company.

The Baltimore & Ohio, which had a financial interest in the Pittsburgh & Western since 1884, acquired a majority of the outstanding stock in 1892. The Pittsburgh & Western, in turn, owned all of the capital stock of the Pittsburgh, Painesville & Fairport railway, on which it also had a perpetual lease.

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Upon the completion of the Cleveland, Wooster & Muskingum Valley Railroad Company's line between Lodi and Wooster, Ohio, in 1892, the entire outstanding stock of that company was purchased and the line put under Baltimore & Ohio operation on June 1, 1892. In the same month, a line between Brainerd Junction and 76th Street, Chicago, Illinois, was completed as the Baltimore & Ohio Connection (now Baltimore & Ohio Connecting) railroad and put under Baltimore & Ohio operation; this, with its trackage over the Rock Island and the Chicago Terminal Transfer, gave the Baltimore & Ohio a new entrance into Chicago at the Grand Central Terminal.

In 1893, a consolidation of the first Baltimore & Ohio Southwestern and the Ohio & Mississippi was effected, forming the second Baltimore & Ohio Southwestern, in which the Baltimore & Ohio secured a substantial voting majority of stock. This consolidation extended the company's lines to St. Louis, with important branches reaching Louisville, Shawneetown and Beardstown. This consolidation also carried with it the Ohio & Mississippi interest in the Terminal Railroad Association of St. Louis which they had held since 1883. During the same year, the company completed and operated the Lancaster, Cecil & Southern, from Childs to Proctorville Mills, Maryland.

In 1894, the company took over the uncompleted Baltimore Belt railroad in Baltimore, completed it in 1895 and placed it under Baltimore & Ohio operation. The property of the Trumbull & Mahoning Railroad Company, between Hasleton and Niles, Ohio, was purchased in July, 1895, by the Pittsburgh, Cleveland & Toledo Railroad Company and leased to the Pittsburgh & Western. The stock of the Eastern Ohio Railroad Company was acquired in 1896, and the road operated separately.

Upon reorganization of the Valley Railway (Ohio) as the Cleveland Terminal & Valley Railroad Company in 1896 a majority of the outstanding stock was retained by the Baltimore & Ohio. In 1896 the lease of that portion of the Washington City, Virginia Midland & Great Southern between Strasburg Junction and Harrisonburg, Virginia, was surrendered and trackage negotiated.

In June, 1897, the company completed the Glenwood Railroad, a low-grade detour between Marion Junction and Wheeling Junction, all in the city of Pittsburgh. This line is now a part of Glenwood Yard.

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Due to depressed business conditions extending over the years 1893-1896, rate wars during the same period, and financial difficulties extending over several years previous, early in 1896 the company was unable to meet its liabilities and on March 1 of that year passed into the hands of receivers.

A plan of reorganization was worked out and on July 1, 1899, the receivers surrendered possession of the company's property and a plan of reorganization was put into effect. The reorganized system included the following lines of road: Philadelphia, Pa., to Chicago, 1899 Ill., via Grafton, Wheeling, Newark, and Chicago Junction; Grafton, W. Va., to St. Louis, Mo.; Relay, Md., to Washington, D.C., and thence to Washington Junction; Cumberland, Md., to Pittsburgh, Pa.; Pittsburgh, Pa., to Wheeling, W. Va.; Junction Railroad in Pittsburgh; Connellsville, Pa., to Fairmont, W. Va.; Newark to Columbus, Ohio; Akron Junction to Chicago Junction, Ohio; Columbus to Midland City, Ohio; numerous branch lines in Philadelphia, Wilmington, Baltimore and Annapolis, and Branch roads to Providence Mills, Md., Shepherd, D.C., Frederick, Md., Hagerstown, Md., Winchester, Va., Georgetown, D.C., Berkeley Springs, W. Va., Romney, W. Va., Belington, W. Va., Berlin, Pa., Salisbury, Pa., Somerset, Pa., Kendall, Md., Mt. Pleasant, Pa., St. Clairsville, Ohio, Sandusky, Ohio, Shawnee, Ohio, Millersburg, Ohio, Portsmouth, Ohio, Hillsboro, Ohio, Louisville, Ky., Bedford, Ind., Beardstown, Ill., and Shawneetown, Illinois; a total of approximately 2050 miles of road. The company's interest in various other lines separately operated was also retained. The above lines and their general relations to the parent company under the reorganization plan are graphically indicated on the map of the Baltimore and Ohio System for the year 1900, included in the series of maps showing the progress of development of the System.

As provided in the plan, the stocks of the Central Ohio, Sandusky, Mansfield & Newark, Baltimore & Ohio Southwestern and majority stock interest in the Pittsburgh Junction were purchased the same year.

Various changes in the system were effected during 1899, in addition to those included in the reorganization plan: the stock of the Winchester & Potomac was acquired; that of the Monongahela River railroad was also acquired and the road put under Baltimore & Ohio operation on April 1, 1900; the Ribold Cut-Off of the Pittsburgh & Western was completed and a branch road built from Sandyville to Magnolia, Ohio, as Sandyville & Waynesburg railroad. The Eastern Ohio was brought under Baltimore & Ohio operation during this year.

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The securities issued under the plan of reorganization, held for improvements and to redeem old securities were:

Preferred Stock	\$ 60,000,000
Common Stock	100,000,000
Prior Lien $3\frac{1}{2}\%$ Bonds	75,000,000
First Mortgage 4% Bonds	82,000,000
Pgh. & Mid. Div. Prior Lien $3\frac{1}{2}\%$ Bonds (in hands of public)	6,175,480
Southwestern $3\frac{1}{2}\%$ First Mortgage Bonds	45,000,000

In 1899, 1900 and 1901, additional properties were acquired together with additional interest in properties already controlled, and the Pittsburgh, Lake Erie and West Virginia System refunding mortgage was made, dated November 1, 1901, covering the properties under the Pittsburgh Junction and Midland Division mortgage and also the following properties: Pittsburgh & Western; Ellwood Short Line; Pittsburgh, Cleveland & Toledo; Trumbull & Mahoning; Pittsburgh, Painesville & Fairport; Cleveland Terminal & Valley; Cleveland, Lorain & Wheeling; Ohio & Little Kanawha; Eastern Ohio; Ohio River railroad; Huntington & Big Sandy; Ravenswood, Spencer & Glenville; Ripley & Mill Creek Valley; West Virginia Short Line; Monongahela River railroad; and West Virginia & Pittsburgh. The Pittsburgh, Lake Erie and West Virginia System mortgage was limited to \$75,000,000, being an immediate issue of \$20,000,000, a reserve of \$40,000,000 to refund outstanding securities on the mortgaged property, and \$15,000,000 for improvements. Under this mortgage provision was made that no further bonds should be issued and sold under the Pittsburgh Junction and Midland Division mortgage.

Through The Baltimore & Ohio Southwestern the company secured an interest in the Kentucky & Indian Terminal railway, at Louisville, upon its reorganization, 1900 in 1900.

In 1900, a branch line was completed as the Smithfield & Masontown railroad from Smithfield to Lockrow, Pennsylvania, and on July 1, of the same year the Baltimore & Ohio Southwestern was put under Baltimore & Ohio operation. The West Virginia & Pittsburgh railroad was also extended to Curtin, the Tylerdale Connecting railroad was acquired jointly with the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Berryburg Branch of the Grafton & Belington completed.

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Outstanding stock of the West Virginia & Pittsburgh Railroad Company was purchased in 1899 and during 1901 the line was completed into Richwood, West Virginia. The Point Pleasant, Buckhannon, & Tygart's Valley railroad was also built by the Baltimore & Ohio between Tygart Junction and Century, West Virginia, the same year. The stocks of West Virginia Short Line Railroad Company; Ohio River 1901 Railroad Company, and Huntington and Big Sandy Railroad Company were purchased in 1901 and the roads brought under Baltimore and Ohio operation on July 1, of that year. The stocks of the Cleveland Lorain and Wheeling Railway Company, with the leasehold of the St. Clairsville and Northern Railway; Ripley and Mill Creek Valley Railroad Company; Ravenswood, Spencer and Glenville Railway Company; Ohio & Little Kanawha; remaining stock of Cleveland Terminal and Valley Railroad Company, and Sandyville and Waynesburg Railroad Company were also purchased but they were not brought under direct Baltimore and Ohio operation until later.

In 1902, the company built that part of the Quemahoning Branch railroad from Quemahoning Junction to Boswell, Pennsylvania, completed the Paw Paw railroad, a branch line at Fairmont, West Virginia, and the Whites Creek Branch and Fort Hill Low Grade Line of the Pittsburgh & Connellsville railroad, and purchased practically all the remain- 1902 ing stock of the Pittsburgh Junction railroad. Upon the reorganization of the Pittsburgh & Western, during the same year, the Baltimore & Ohio became owner of all outstanding stock in the new company and took over its operation. The following roads were also brought under Baltimore & Ohio operation in 1902; Pittsburgh Junction; Pittsburgh, Cleveland & Toledo; Pittsburgh, Painesville & Fairport, and Trumbull & Mahoning. An interest in the Akron & Barberton Belt and Missouri & Illinois Bridge & Belt railroads was secured the same year.

The following roads were completed by the company in 1903: Patterson Creek & Potomac; Cherry Run & Potomac Valley; and Sunday Creek. Operation on the Bay Ridge & Annapolis was discontinued the same year. The Cataw- 1903 ba Branch of the Paw Paw Railroad was built, and the Ripley & Mill Creek Valley was brought under Baltimore & Ohio operation. On June 29, of the same year, the Baltimore & Ohio leased that part of the Cumberland & Pennsylvania railroad extending from Viaduct Junction, Cumberland, Maryland to Mt. Savage Junction, Maryland, over which it previously had trackage rights.

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Some construction work was completed during 1904. The Point Pleasant, Buckhannon & Tygarts Valley was extended to Buckhannon and the Medina Cut-Off on the Cleveland, Lorain & Wheeling was completed. 1904

A most important work was the completion in 1904 of a new line between Haseltown and Cuyahoga Falls, Ohio, consisting of the Trumbull & Mahoning, reconstructed from Haseltown to McDonald, the Mahoning Valley Western new line from McDonald to Cuyahoga Falls, and the Pittsburgh, Cleveland & Toledo, reconstructed on the same road-bed with the Mahoning Valley Western, from Newton Falls to Cuyahoga Falls. The Jerome Branch of the Somerset & Cambria was completed the same year. 1904

In 1906, that part of the old line of the Pittsburgh, Cleveland & Toledo between Newton Falls and Lowery's Junction was leased to the Cleveland, Alliance & Mahoning Valley Railway (electric) and in 1918 was sold to the same company. 1906

An important work completed in 1908 was the Washington Terminal at Washington, D.C. constructed jointly with the Pennsylvania railroad. 1908

In 1909, control of the Cincinnati, Hamilton Dayton Railway System was gained through an agreement providing for the ultimate purchase of the stock of that company by the Baltimore & Ohio. The lines however, were separately operated. The Quemahoning Branch Railroad was extended during the same year to Jenner 4 & 5. On July 1, 1909, the Valley railroad (of Virginia), the Cleveland Terminal & Valley; Sandyville & Waynesburg; Ravenswood, Spence & Glenville; Ohio & Little Kanawha; Cleveland, Lorain & Wheeling, and St. Clairsville & Northern were brought under Baltimore & Ohio operation. 1909

In 1910, the property of the Chicago Terminal Transfer Railroad Company at Chicago, which included that of the former Chicago & Calumet Terminal, was sold under foreclosure and acquired by The Baltimore & Ohio Chicago Terminal Railroad Company, of which the Baltimore & Ohio owns the entire capital stock. During the same year the Metropolitan Southern railway was extended from Chevy Chase to the District Line and the Washington and Western Maryland was constructed thence to a connection with the Georgetown Barge, Dock, Elevator, & Railway Company at Georgetown, D.C., the three constituting the Georgetown Branch from Georgetown Junction to Georgetown. The Quemahoning Branch Railroad was also extended to Somerset during 1910, completing the loop from Quemahoning Junction to Somerset, via Boswell. 1910

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In 1911, the Moorefield & Virginia, a subsidiary company of the Baltimore & Ohio, purchased the railroad of the Hampshire Southern between Romney Junction and Petersburg, Virginia, and in 1914 it was brought under Baltimore & Ohio operation. 1911

In 1912, the title to properties of the following companies was transferred to the Baltimore & Ohio: Cherry Run & Potomac Valley; South Branch railway; Moorefield & Virginia; Patterson's Creek & Potomac, Paw Paw railroad; Berkeley Springs railroad; Grafton & Belington; Parkersburg Branch; Manongahela River railroad; West Virginia Short Line; Point Pleasant, Buckhannon & Tygarts Valley; West Virginia & Pittsburg; Ohio River railroad; Huntington & Big Sandy; Ravenswood, Spencer & Glenville; and Ripley & Mill Creek Valley. The company also acquired the Sandy Valley & Elkhorn in Kentucky in 1912. 1912

An important merger of Baltimore & Ohio subsidiary companies holding lines of railroad within the state of Pennsylvania was effected in 1912 by consolidation of Somerset & Cambria, Salisbury railroad, Fayette County, Pittsburg & Connellsville, Mt. Pleasant & Broad Ford, Ohio & Baltimore Short Line, Glenwood railroad and Berlin railroad, forming the Baltimore & Ohio Railroad Company in Pennsylvania.

In 1913, the company completed the extension of the Quemahoning Branch railroad from Somerset to Roberts and from Wilson Creek Junction to Garrett; the latter as a low grade east-bound coal route, built partly on the same roadbed with the Connellsville Extension of the Western Maryland. 1913

On July 1, 1914, the company completed the Caffney & James City railroad, near Kane, Pennsylvania. 1914

In 1915 title to Pittsburgh, Cleveland & Toledo property in the state of Pennsylvania was transferred to the Pittsburg & Western Railroad Company. At the same time title to the property of the following companies was transferred to the Baltimore & Ohio: Pittsburgh, Cleveland & Toledo (Ohio property); Pittsburgh, Painesville & Fairport; Cleveland Terminal & Valley; Trumbull & Mahoning; Mahoning Valley Western; Akron & Chicago Junction; Cleveland, Lorain & Wheeling; Cleveland, Wooster & Muskingum Valley; Central Ohio; Ohio Midland; Sandusky, Mansfield & Newark; Eastern Ohio; Columbus & Cincinnati Midland; Belmont Central; and Sandyville & Waynesburg. The same year a separate receiver was appointed for the Cincinnati, Indianapolis & Western lines, from Hamilton to Springfield and Sidell to West Liberty, and the property was subsequently reorganized and acquired by outside interests. 1915

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On February 1, 1917, the capital stock of the Coal & Coke Railway Company, whose line of road extended from Kibbins to Charleston, West Virginia, was purchased. An agreement for the purchase of stock of the Belington 1917 & Northern and Little Kanawha companies was entered into in August, 1917, and they were brought under Baltimore & Ohio operation on January 1, 1921. On June 7, a majority of the stock of the Indian Creek Valley Railway Company having a line of railway near Connellsville, was acquired.

During the same year, the Cincinnati, Hamilton & Dayton was sold at foreclosure. The Ironton Branch, Berlin (Roads) to Dean and the Delphos Division, Stillwater Junction to Delphos, were sold to outside interests. A separate receiver was appointed on March 15th for the Cincinnati, Findlay & Fort Wayne and this property was also sold to outside interests on November 18, 1918. The Toledo & Cincinnati Railroad Company, a Baltimore and Ohio subsidiary, purchased the remaining property of the Cincinnati, Hamilton & Dayton including its main line between Cincinnati and Dayton and its line from Dayton to Wellston, nearly all the capital stock of the Cincinnati & Dayton, the entire capital stock of the Piquette & Troy Branch railroad, Lima Belt railroad, Columbus, Findlay & Northern, and Bowling Green; also the perpetual leasehold of the Home Avenue railroad and of the Dayton & Michigan railroad from Dayton to Toledo, comprising in all about 400 miles of road; together with nearly all the capital stock of the Hamilton Belt, a majority of that of the Dayton & Union Railroad Company, a one-third interest in the Dayton Union Railway Company and the Toledo Terminal Railroad Company, and other assets.

Exclusive control of the Millers Creek Railroad Company, having a line between Van Lear Junction and Mine 155, Kentucky, was acquired December 31, 1917.

On March 1, 1918, the Long Fork railway, Martin to Weeksbury, Kentucky, was completed by the company and operated separately. The Coal & Coke railway lines 1918 were brought under Baltimore & Ohio operation on October 1 of that year.

On February 17, 1920, the entire capital stock of the Morgantown & Kingwood was purchased, and on May 1 that of The Bridge Company of Foxburg, which had 1920 leased the right to operate trains over its bridge to the Pittsburg & Western.

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Since the return of the roads to private operation following Federal operation, March 1st, 1920, the Sunday Creek railroad in Ohio has been operated by the Zanesville & Western Railway Company under informal temporary lease, although erroneously reported by the Baltimore & Ohio as included in its operation until December 31, 1921.

On January 1, 1922, the Morgantown & Kingwood was brought under Baltimore & Ohio operation. During the same year, operation of the Pigeon Run and West Lebanon branches of the former Cleveland, Lorain & Wheeling was discontinued and the rail is now being removed. On November 9, the entire stock of The Indian Creek & Northern Railway Company was acquired. This company owns a short coal road near Fairmont, West Virginia.

In 1923, that portion of the Sandyville Branch, formerly Sandyville & Waynesburg railroad, from Wilcox Mine to Magnolia, was abandoned.

The following list shows the status of the properties which have been described, on date of Valuation and at the close of the year 1922:

I. Properties included in Baltimore & Ohio Income Account and Operations.

Note: The properties were in the respective groups on the dates indicated by "x".

A. Leased and Operated:	June 30, Dec., 31,	
	1918	1922
Cumberland & Pennsylvania R.R.Co.	x	x
Dayton & Michigan R.R.Co.	x	x
Home Avenue R.R.Co.	x	x
The St. Clairsville & Northern Ry.	x	x
B. Controlled and Operated:		
The Baltimore & Ohio R.R.Co.	x	x
The Baltimore & New York Ry. Co.	x	x
Baltimore & Ohio & Chicago R.R.Co.(Ill.)	x	x
Baltimore & Ohio & Chicago R.R.Co.(Ohio-Ind.)	x	x
Baltimore & Ohio Connecting R.R.Co.	x	x
The Baltimore & Ohio R.R.Co.in Pennsylvania	x	x
The Baltimore & Ohio Southwestern R.R.Co.	x	x
The Baltimore & Philadelphia R.R.Co.	x	x
The Baltimore Belt R.R. Co.	x	x

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	June 30, 1918	Dec., 31, 1922
Belington & Northern R. R. Co.		x
The Bowling Green R.R.Co.	x	x
The Cincinnati & Dayton R.R.Co.	x	x
Coal & Coke Ry. Co.		x
The Columbus, Findlay & Northern Ry.Co.	x	x
The Confluence & Oakland R.R.Co.	x	x
Fairmont, Morgantown & Pittsburg R.R.Co.	x	x
Gaffney & James City R.R.Co.	x	x
Georgetown Barge, Dock, Elevator, & Ry.Co.	x	x
The Lancaster, Cecil & Southern R.R.Co.	x	x
The Lima Belt Ry. Co.	x	x
Little Kanawha R.R.Co.		x
Metropolitan Southern R.R.Co.	x	x
Morgantown & Kingwood R.R.Co.		x
Ohio & Little Kanawha R.R.Co.	x	x
The Piqua & Troy Branch R.R.Co.	x	x
The Pittsburg & Western R.R.Co.	x	x
Pittsburgh Junction R.R.Co.	x	x
The Quemahoning Branch R.R.Co.	x	x
The Schuylkill River East Side R.R.Co.	x	x
The Sunday Creek R.R.Co.	x	
The Toledo & Cincinnati R.R.Co.	x	x
The Tylersdale Connecting R.R.Co.	x	x
The Valley R.R.Co.	x	x
Washington & Western Maryland R.R.Co.	x	x
Washington County R.R.Co.	x	x
The Wheeling, Pittsburgh & Baltimore R.R. Co.	x	x
The Winchester & Potomac R.R. Co.	x	x
The Winchester & Strasburg R.R.Co.	x	x

II. Properties controlled by
Baltimore & Ohio, separately
operated.

A. Entire capital stock owned,
property managed as
part of the Baltimore &
Ohio System:

The Baltimore & Ohio Chicago Terminal R.R.Co.	x	x
The Bridge Company of Foxburg		x

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	June 30, Dec., 31,	
	1918	1922
Coal & Coke Ry. Co.	x	
The Hamilton Belt Ry. Co.	x	x
The Indian Creek & Northern Ry. Co.		x
Long Fork Ry. Co.	x	x
Millers Creek R. R. Co.	x	x
The Sandy Valley & Elkhorn Ry. Co.	x	x
The Staten Island Ry. Co.	x	x
The Staten Island Rapid Transit Ry. Co.	x	x

B. Majority of stock owned,
operated independently
of Baltimore & Ohio Sys-
tem:

Dayton & Union R. R. Co.	x	x
Indian Creek Valley R.R.Co.	x	x
Sharpsville R.R.Co.	x	x

C. Minority interest own-
ed, Baltimore & Ohio op-
erates for account owners:

Belington & Northern R.R.Co.	x	
Little Kanawha R.R.Co.	x	

D. Jointly controlled
Terminal Companies
of Baltimore & Ohio
System:

The Akron & Barberton Belt R.R.Co.	x	x
The Akron Union Passenger Depot Co.	x	x
The Central Union Depot & Ry.Co.of Cincinnati, Ohio.	x	x
The Dayton Union Ry. Co.	x	x
Kentucky & Indiana Terminal R.R.Co.	x	x
Missouri & Illinois Bridge & Belt R.R.Co.	x	x
Terminal R.R.Ass'n.of St.Louis	x	x
The Toledo Terminal R. R. Co.	x	x
The Washington Terminal Co.	x	x

PREFACE

In this corporate history, and in the histories of all subsidiaries of the Baltimore & Ohio, a subsidiary company whose property is not leased to another company is reported as "operated by its own management" when such company has a separate income account and makes separate returns to the Interstate Commerce Commission, even though such management may be identical with that of the parent or controlling company. Where information in regard to income account and reports is not available, the most authentic information which may be at hand is used.

The Baltimore & Ohio Railroad Company also operated at date of valuation 2862.92 miles of road owned by other companies, by virtue of leases, agreements or through stock ownership. Trackage rights over 166.41 miles results in a grand total of 5201.68 miles of road operated at date of valuation. Of the lines owned, 10.74 miles were leased to and operated by other companies.

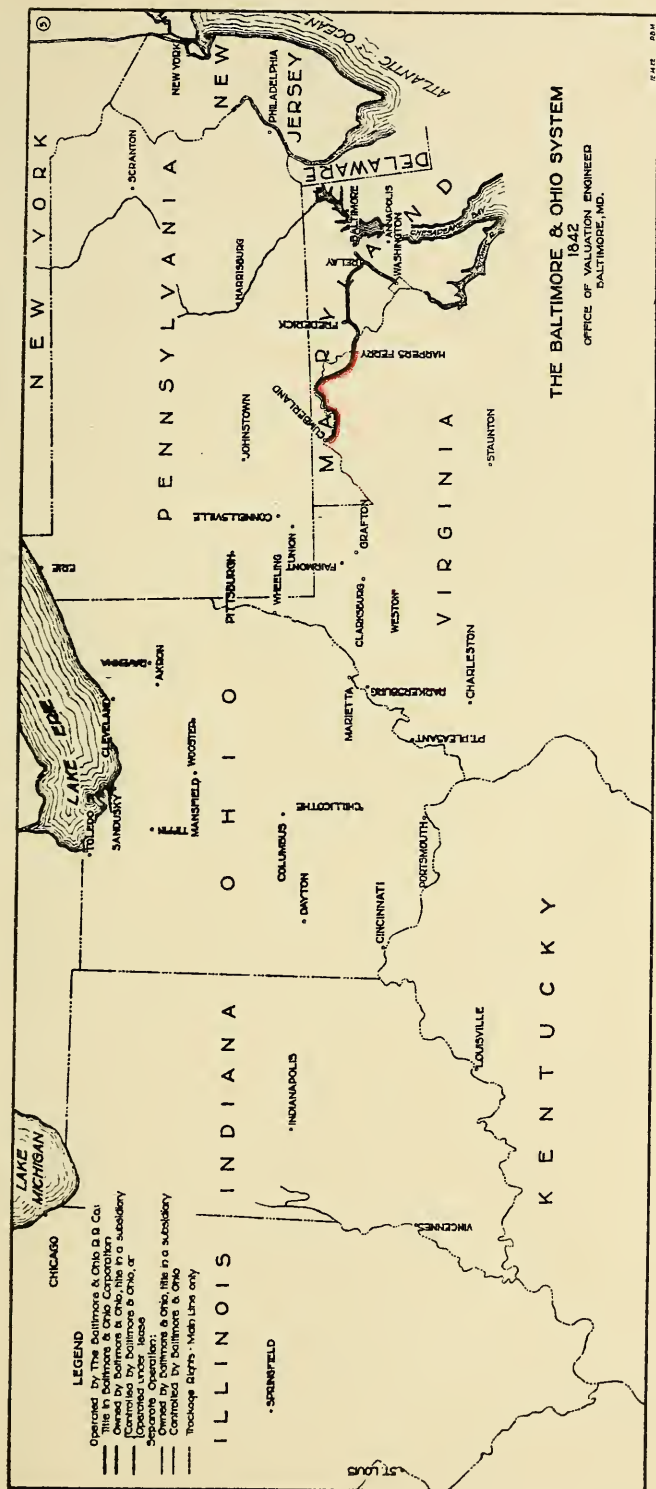
The company's property was operated by its own management from 1830 to 1917, except for the period 1896-1899, when it was operated by the receivers. From December, 1917, to March, 1920, the property was under the control and operation of the United States Railroad Administration.

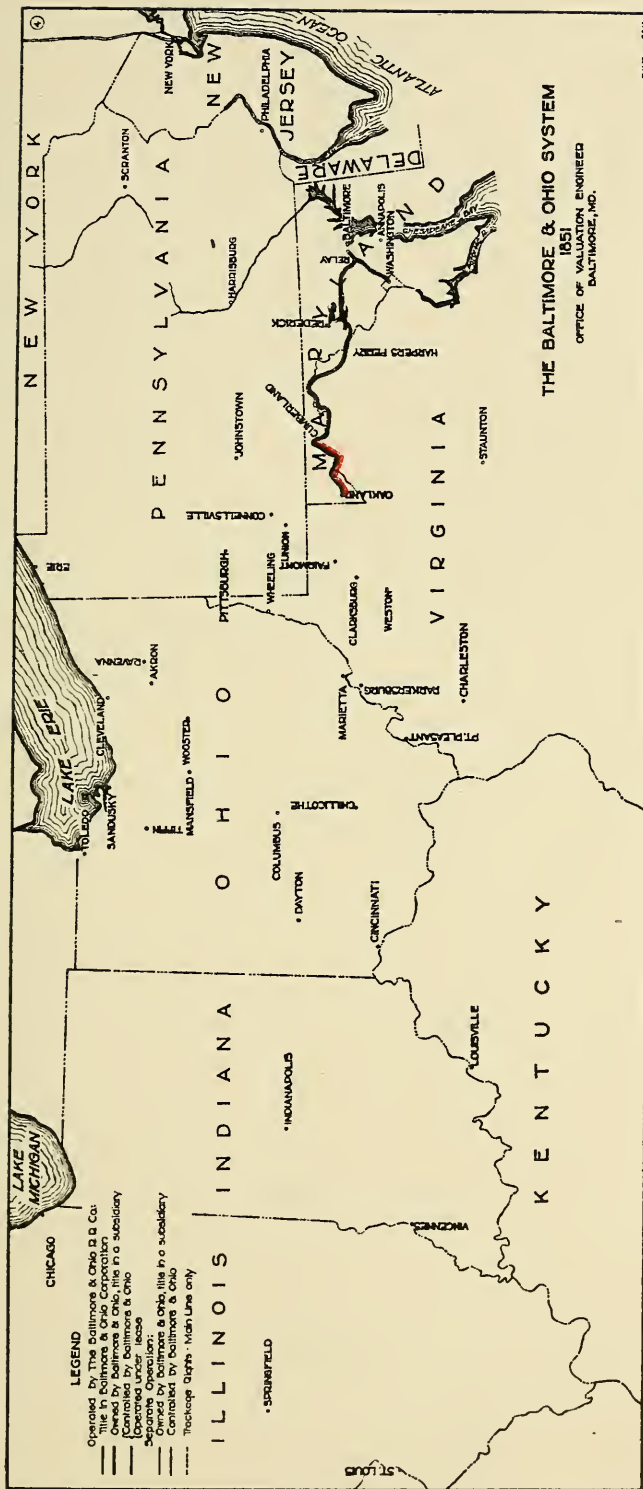
The mileages of the present lines are from route from valuation surveys as of June 30, 1918, the date of valuation; those given for original lines and lines of predecessor companies which are now a part of the Baltimore & Ohio have in each case been derived from the best available record.

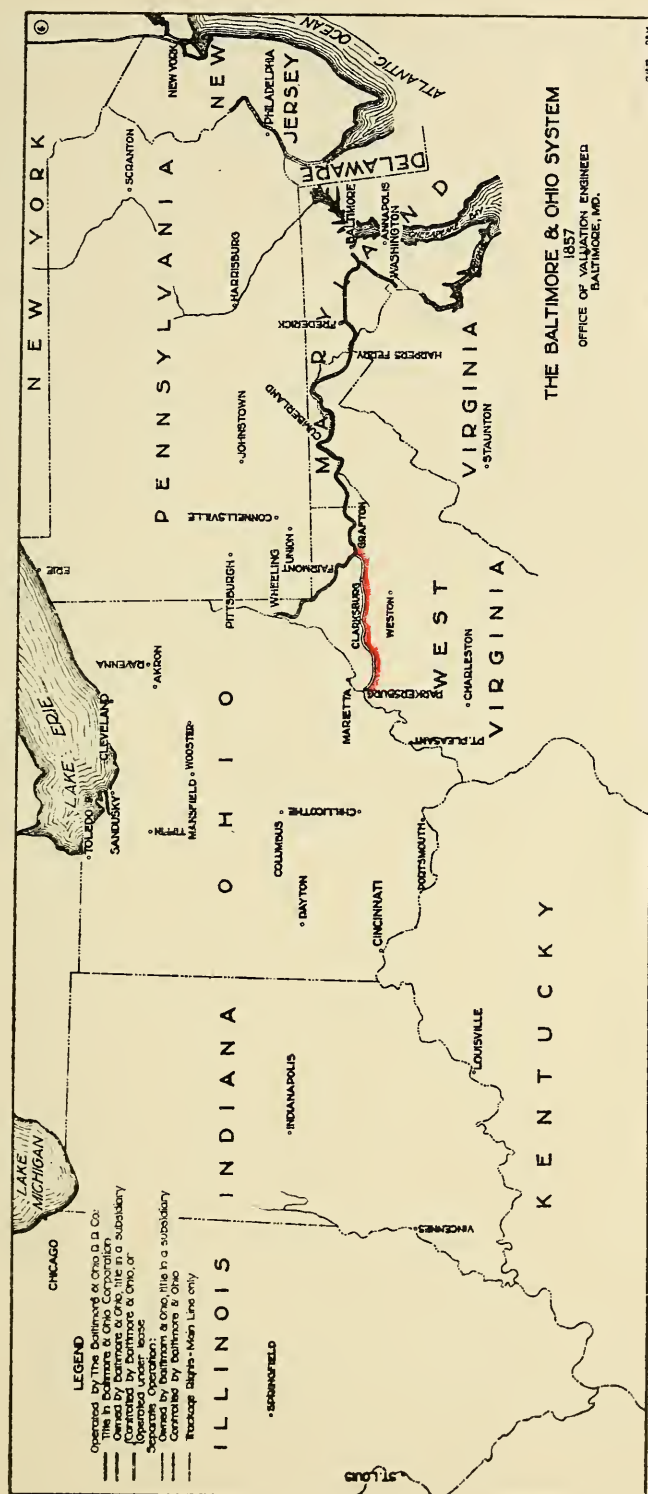
Under the heading "Incorporation" or its equivalent, in each history, the company name is quoted in the precise form given in the original act or other instrument of incorporation, without change in spelling, capitalization or other details. Elsewhere throughout the history, however, company names are used in their commonly received form.

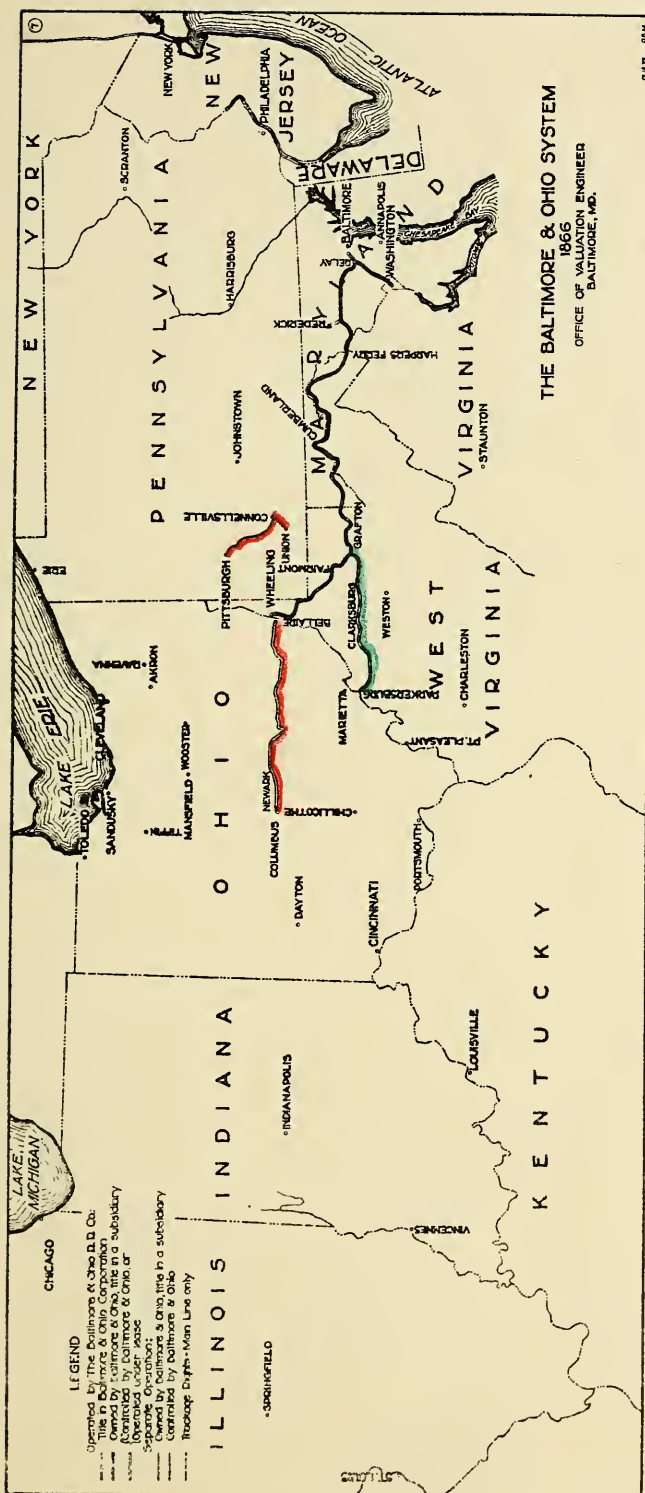
The parenthetical numerals following the names of the present company and predecessors are the chart numbers at top of symbols on the diagrammatic chart, and indicate order of formation, the earliest being No. 1.

A chronological schedule of deeds, leases and other instruments relating to the various companies that figure in the chain of title will be found as an appendix, immediately preceding the chart.

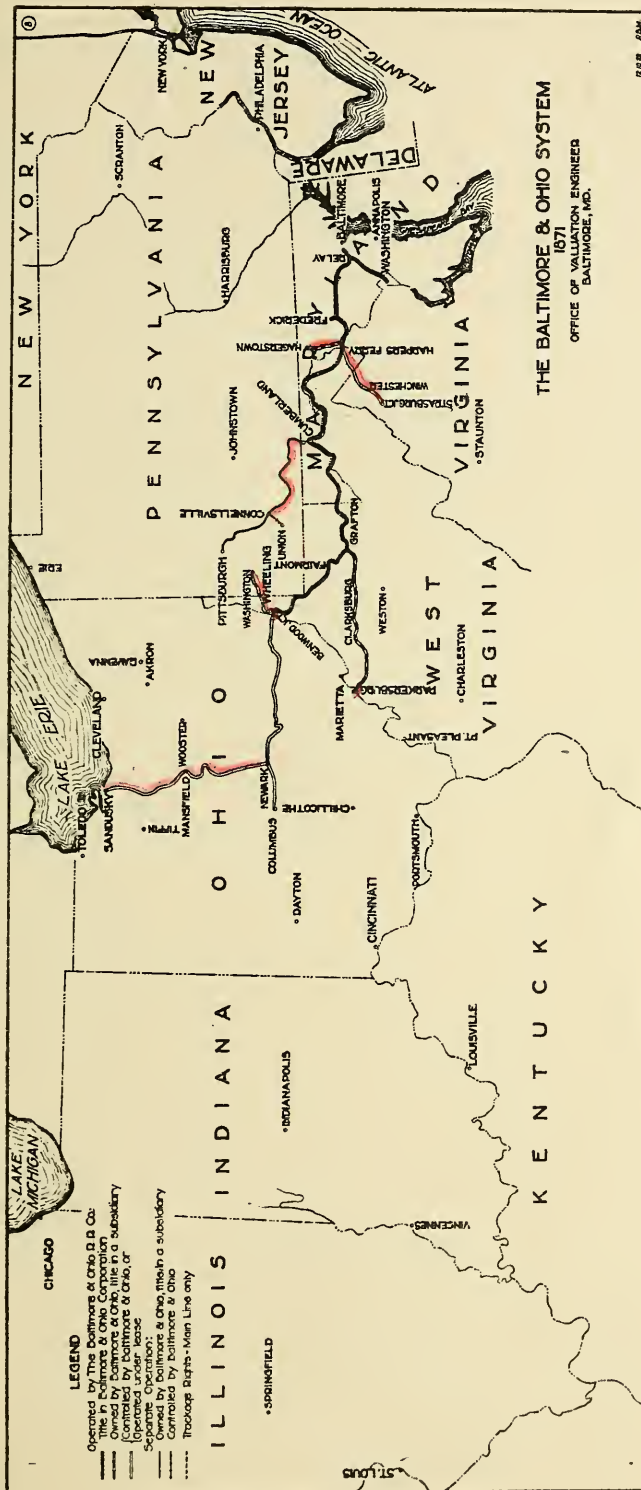


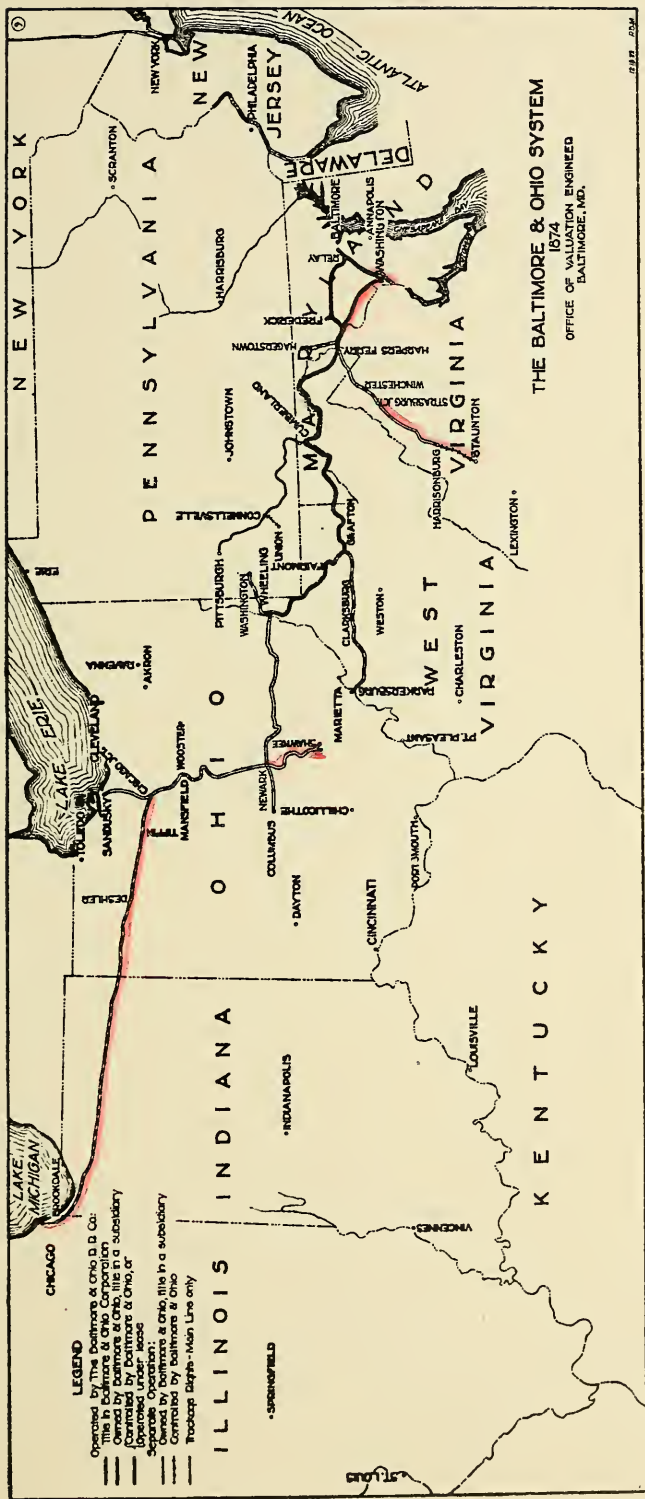


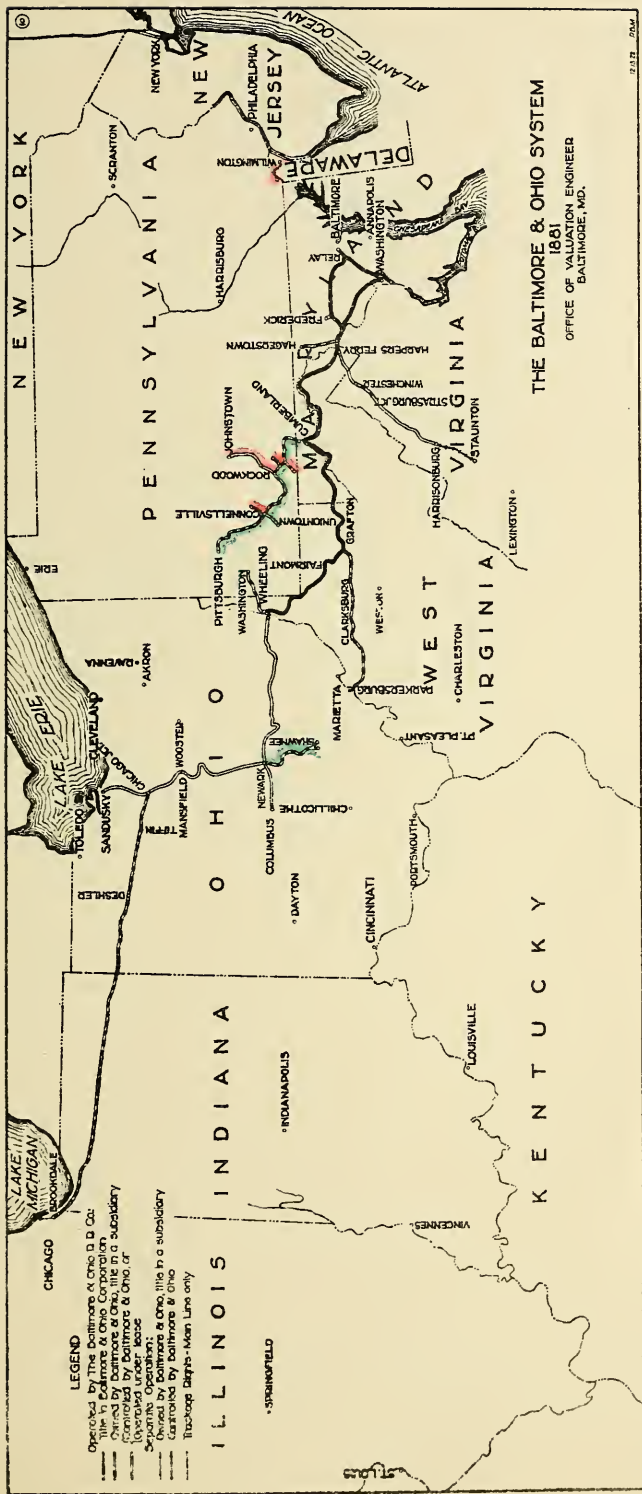


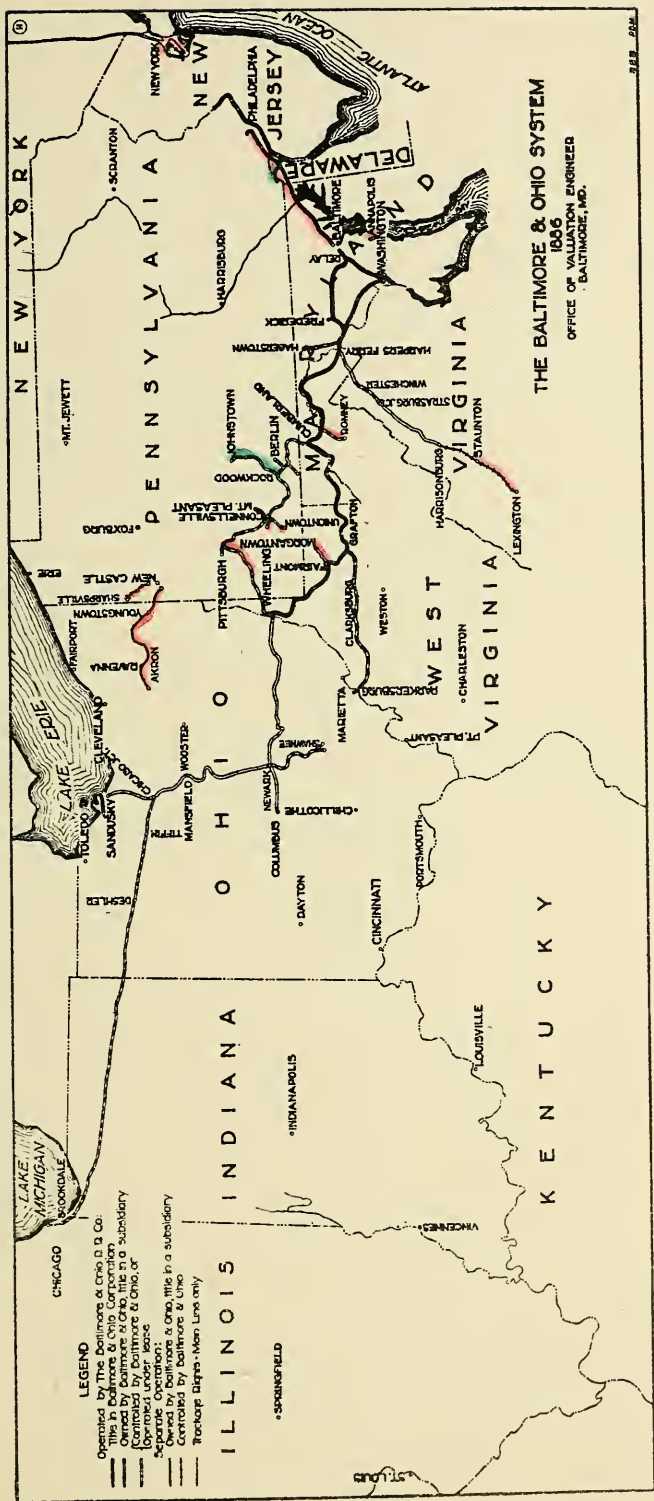


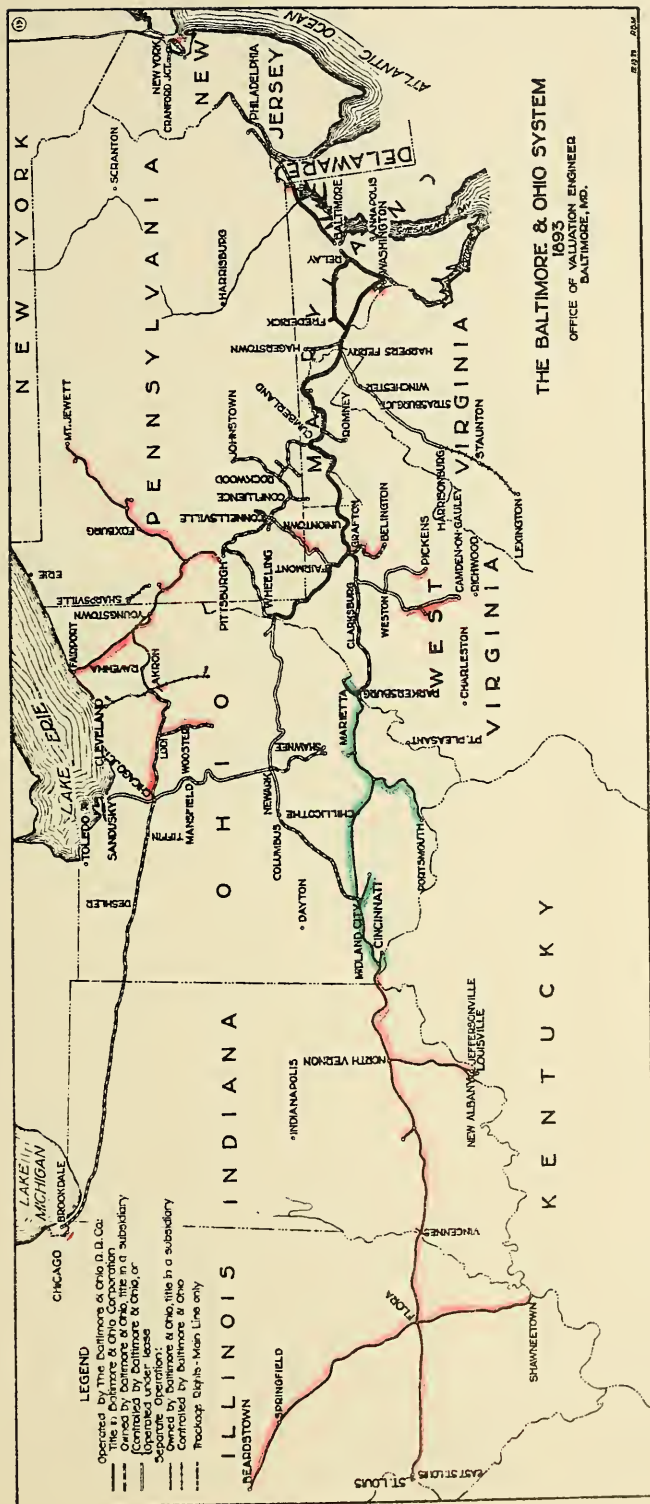




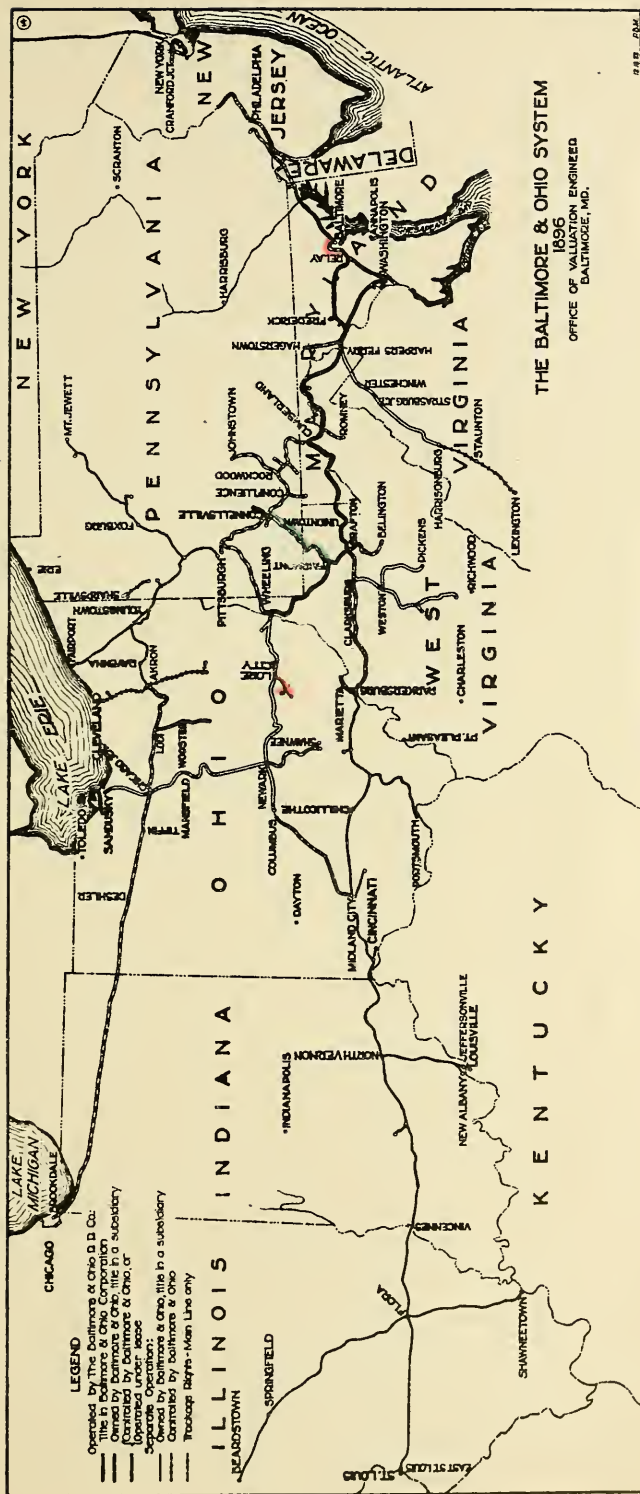


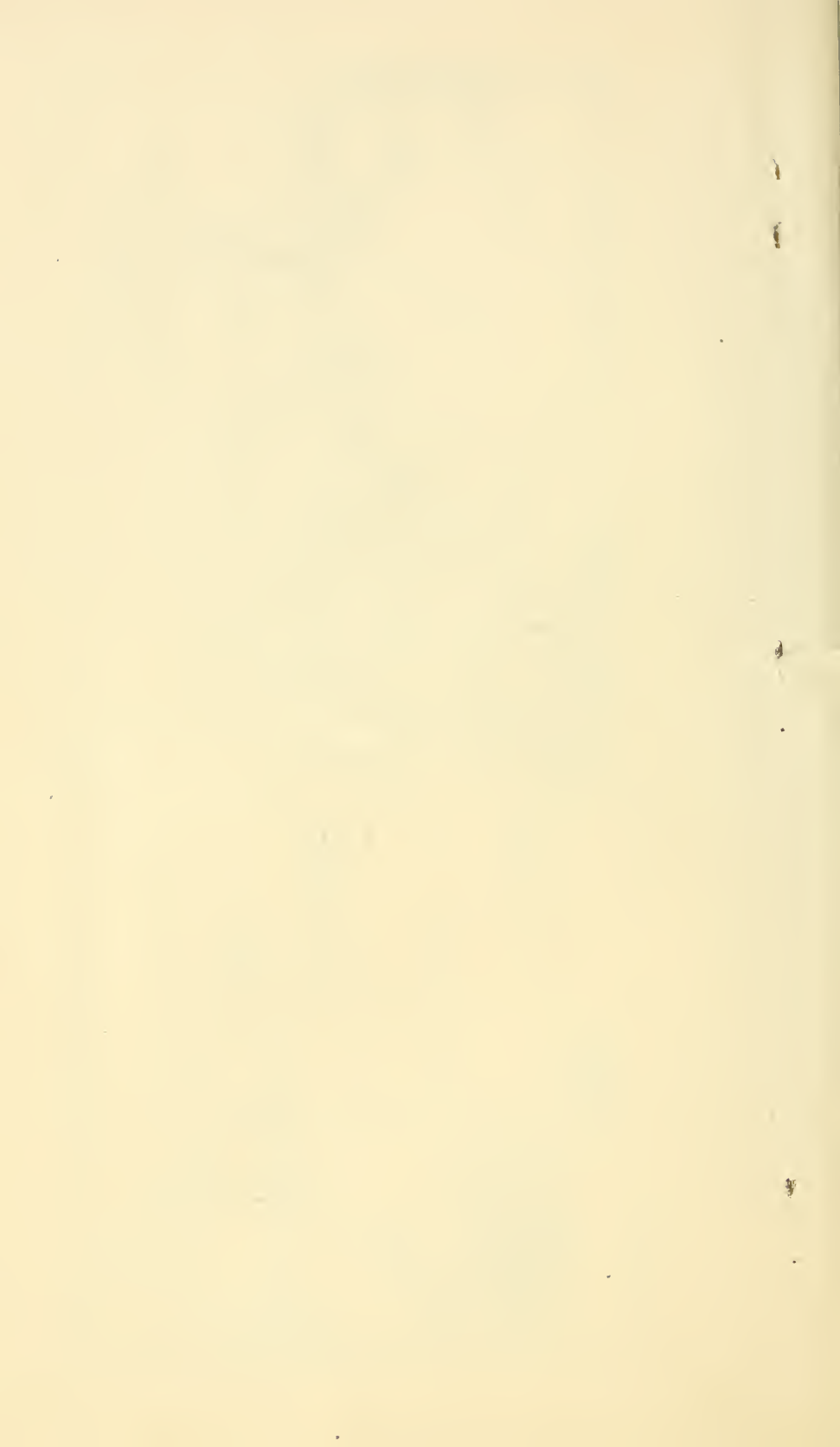


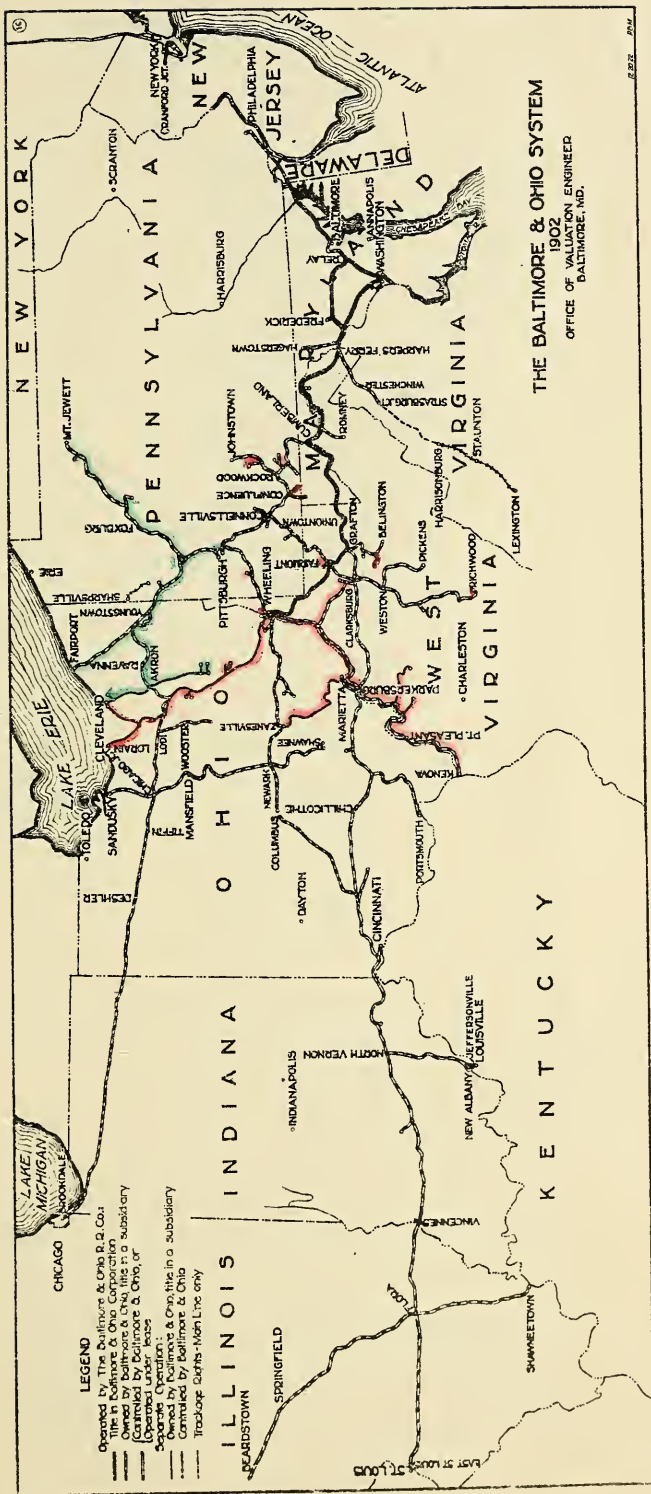


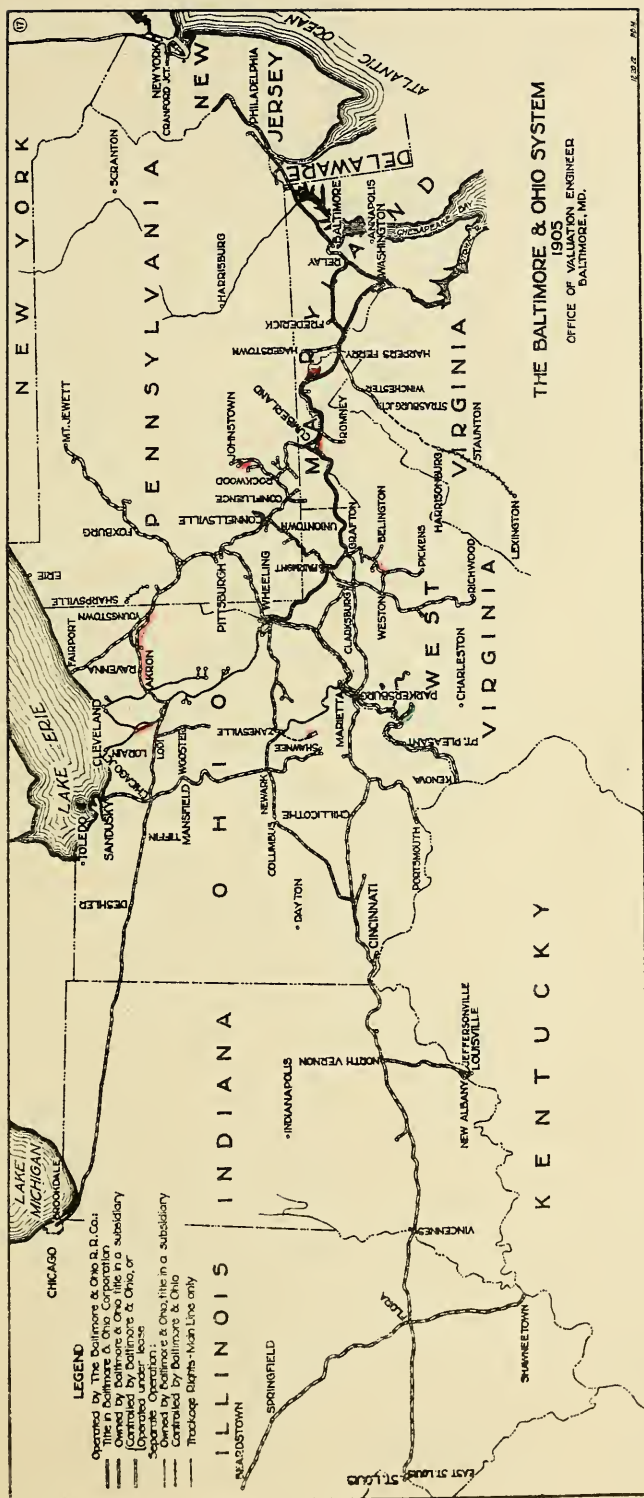


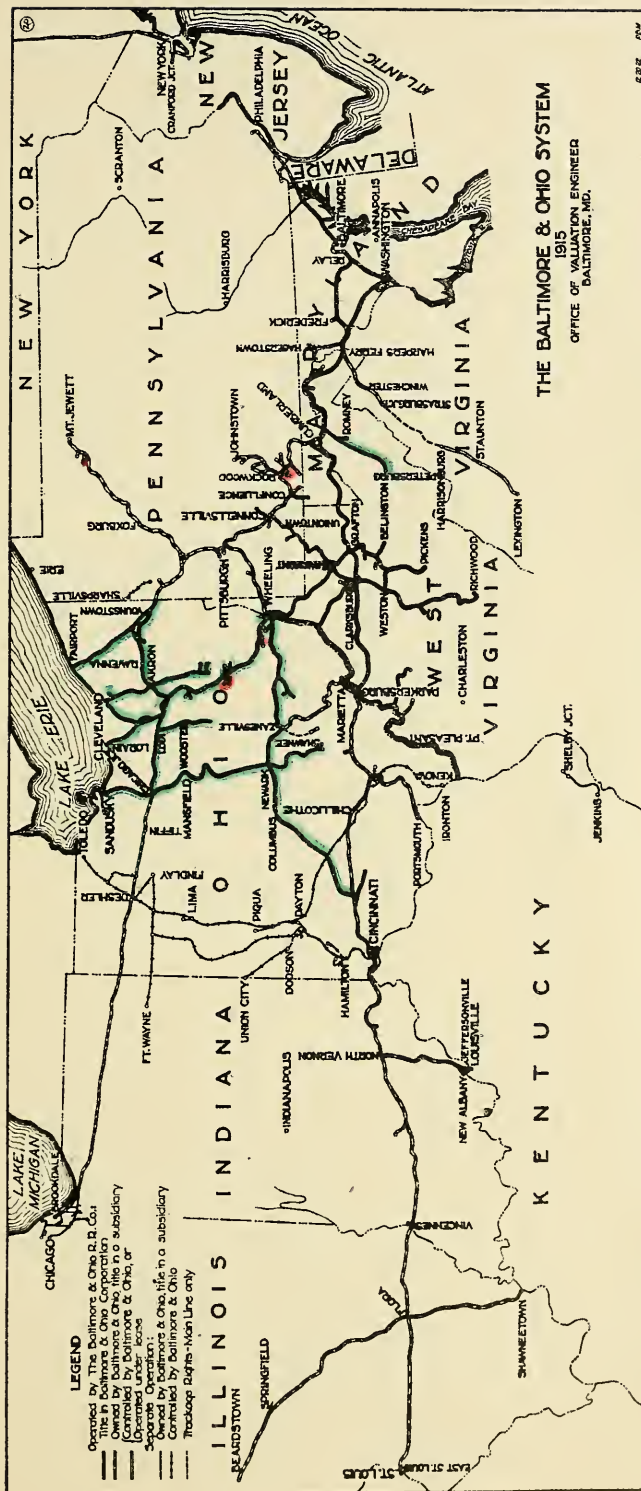




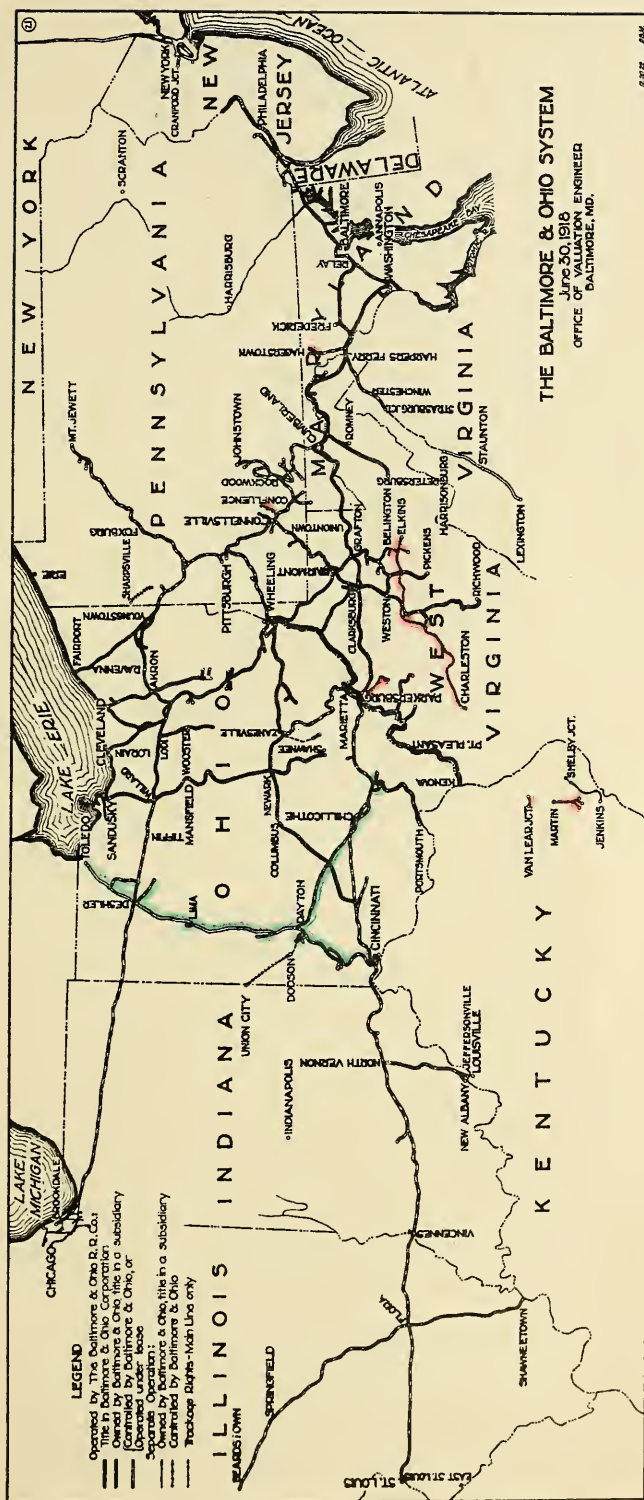




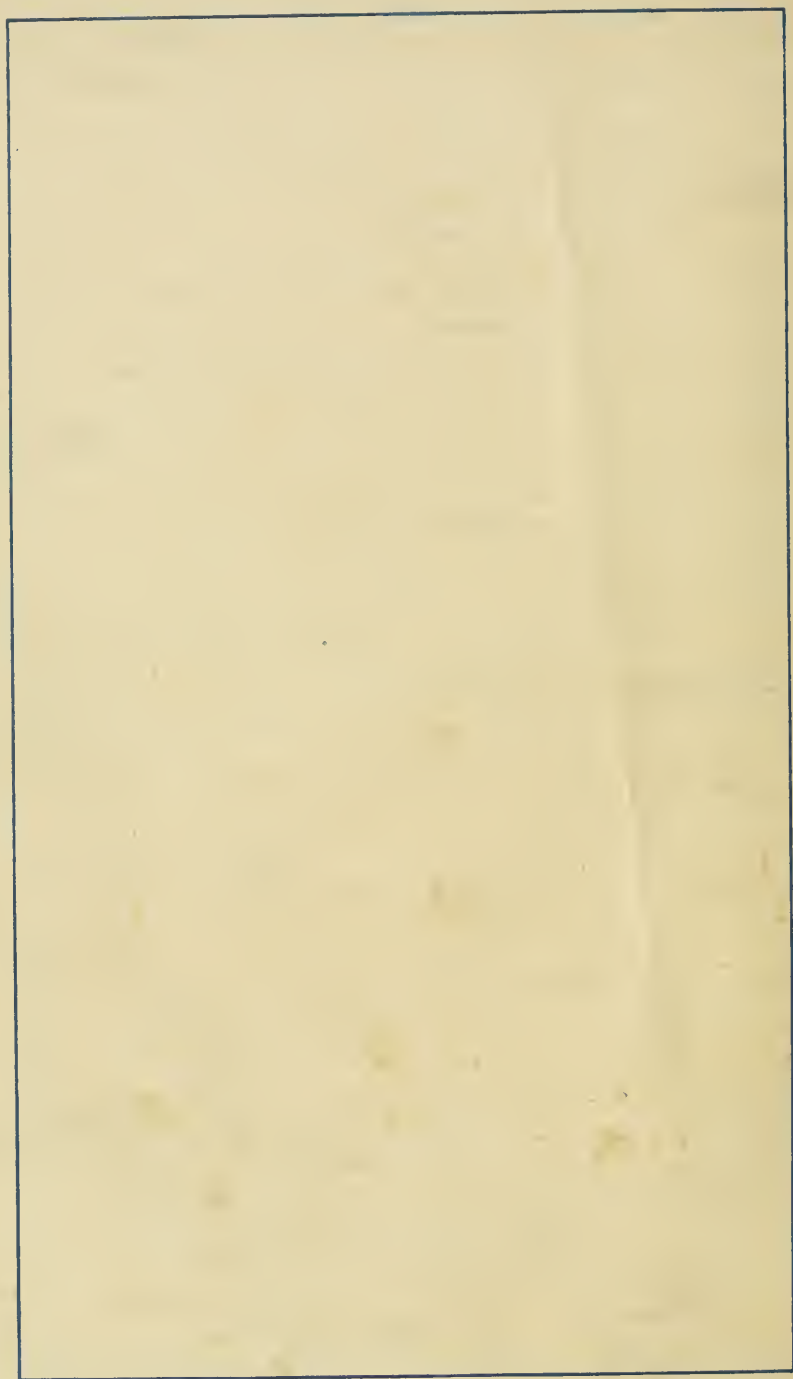












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